

ORGANIZATIONAL NETWORKS FOR PROMOTING CHILD PASSENGER SAFETY

**Dianne B. Sontag
Kenneth W. Heathington
E. Christy Hughes
Carol J. Culler
Linda S. Geiss**

**Transportation Center
The University of Tennessee
Knoxville, Tennessee 37916**

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16. Abstract This report describes the organizational network of various support groups that was established by the Tennessee Child Passenger Safety Program as a means of supporting and promoting Tennessee's child passenger protection law. Chapter I introduces the importance of protecting child passengers in motor vehicles, describes the Tennessee child passenger protection law and outlines the objectives and tasks of the Child Passenger Safety Program. Chapter II provides an overview of the organizations that participated in the Child Passenger Safety Program and the formal and informal organization and information distribution networks among them. Chapter III describes some of the groups and the child passenger safety activities which they initiated. Chapter IV provides conclusions and recommendations for future activities.					
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METRIC CONVERSION FACTORS

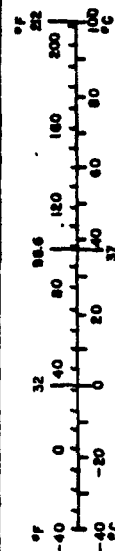
Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
AREA				
in ²	square inches	6.5	square centimeters	cm ²
ft ²	square feet	0.09	square meters	m ²
yd ²	square yards	0.8	square meters	m ²
mi ²	square miles	2.6	square kilometers	km ²
	acres	0.4	hectares	ha
MASS (weight)				
oz	ounces	28	grams	g
lb	pounds	0.46	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
VOLUME				
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cup	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.96	liters	l
gal	gallons	3.8	liters	l
ft ³	cubic feet	0.03	cubic meters	m ³
yd ³	cubic yards	0.76	cubic meters	m ³
TEMPERATURE (exact)				
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

* 1 in = 2.54 (exact). For other unit conversions and more detailed tables, see NBS Misc. Publ. 286, Units of Weights and Measures, Price \$2.25, SO Catalog No. C13.10-286.

Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
km	kilometers	1.1	miles	mi
		0.6	miles	mi
AREA				
cm ²	square centimeters	0.16	square inches	in ²
m ²	square meters	1.2	square yards	yd ²
km ²	square kilometers	0.4	square miles	mi ²
ha	hectares (10,000 m ²)	2.5	acres	ac
MASS (weight)				
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	st
VOLUME				
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m ³	cubic meters	35	cubic feet	ft ³
m ³	cubic meters	1.3	cubic yards	yd ³
TEMPERATURE (exact)				
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



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PREFACE

This report is one in a series of eleven reports on the Child Passenger Safety Program in Tennessee. These reports are:

1. The Tennessee Child Passenger Safety Program;
2. The Impact of a Child Passenger Restraint Law and a Public Information and Education Program in Tennessee;
3. Development of Materials and Public Relations Efforts to Promote Child Passenger Safety;
4. Use of Telephone Surveys to Determine Awareness of Tennessee's Child Passenger Protection Law;
5. Organizational Networks for Promoting Child Passenger Safety;
6. Judicial Perspectives on Child Passenger Protection Legislation;
7. Enforcement of the Child Passenger Protection Law;
8. Development of Child Passenger Safety Component for Driver Education Programs;
9. Parents' Knowledge, Attitudes and Behavior About Child Passenger Safety;
10. Child Restraint Device Loaner Programs; and
11. Compliance with the Child Passenger Protection Law: Effects of a Loaner Program for Low-Income Mothers.

This report describes the organizational network of various support groups that was established and embellished over a three-year time period by the Child Passenger Safety Program in order to provide local child passenger safety contacts within communities, to strengthen the commitment to child passenger safety and to ensure that efforts generated by the Child Passenger Safety Program would continue after the program's grant support expired. Major contact systems were developed with representatives from health, highway safety, child development/home economics, local civic groups, and child restraint device (CRD) manufacturers and suppliers. Projects sponsored by these groups often appeared in the news media as journalists reported on the establishment of CRD loaner programs, CRD donations, Child Passenger Safety Weeks and many other activities. Many organizations directly assisted the Child Passenger Safety Program by providing data for some of the program's evaluation activities.

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I. INTRODUCTION

Automobile accidents are the leading cause of death to children over one month of age. The National Highway Traffic Safety Administration reports that children in the birth to four-year-old group sustained 5,411 motor vehicle-related deaths and injuries in 1979. In Tennessee, 17 children under age five lost their lives in automobile accidents in 1978. During this same period, 1,000 injuries to small children in the state were reported by the Tennessee Department of Safety (1978).

It is believed that these reported cases underrepresent the actual number of children adversely affected by automobile accidents. Unrestrained children frequently are injured when the automobile stops suddenly, swerves or takes a sharp curve. Most parents are aware of the additional hazards of unrestrained children sticking their heads and hands out of automobile windows, opening car doors and distracting the driver. Furthermore, these dangers are compounded by the physical characteristics of young children. The head and upper torso of the young child are large and heavy in proportion to other parts of the body. This means that head and upper torso are likely to be the first parts of the body to strike objects when the child is thrown off balance.

Studies indicate that children who are unrestrained in passenger vehicles are more likely to be killed or injured in an accident than those who are restrained. A Washington state seat belt study indicated that if all children under the age of five years were restrained at the time of an accident, a reduction of deaths by 19 percent and of injuries by 78 percent might be expected (Scherz, 1974). However, seat belts used alone do not provide adequate protection for small children. Shelness and Charles (1975) document the need for small children to wear special child restraint devices (CRDs). They discovered that seat belts (lap type) can slip on the child's abdomen and cause internal injury during a crash. They point out further that children (infants in particular), due to their proportionally short legs and large heavy head, are far more likely than are adults to be thrown about in a vehicle upon collision.

An example of the ineffectiveness of seat belts for small children is demonstrated by the Australian experience. Since 1971, Australia has required the use of seat belts for all passengers in motor vehicles. During the period 1972 to 1974, a reported 25 percent reduction in fatalities and a 20 percent reduction in injuries in most categories occurred. However, statistics show no significant reduction in fatalities and injuries of small children during this period (Boughton, Lancashire and Johnston, 1977).

Although many parents are aware of these dangers and the additional risks to young children because of their anatomical development, relatively few parents take active measures to protect their children while traveling in automobiles. The Insurance Institute for Highway Safety reported that 93 percent of children under ten years of age ride as passengers in vehicles without any type of restraint (Williams, 1976). On the basis of an observational study of child passengers traveling to and from amusement areas and

shopping centers in Maryland, Massachusetts and Virginia, it is documented that, of the children under four years of age who were riding in CRDs, only 27 percent were properly restrained against death or injury (Williams, 1976). Thus, even those who are aware of the benefits of using CRDs need education in their proper use.

Child Passenger Protection Legislation in Tennessee

In 1977, the Tennessee legislature passed legislation requiring parents or guardians to provide protection for children and infants under the age of four years while riding in a motor vehicle. The Tennessee child passenger protection law specifically requires that the child or infant be restrained in a federally-approved CRD or be held in the arms of an older passenger (see Appendix A for legislation). Public health officers, legislators and the Tennessee Chapter of the American Academy of Pediatrics were instrumental in securing passage of the bill. Dr. Robert Sanders, Director of the Rutherford County Health Department in Murfreesboro, Tennessee, has served as a member of a state accident prevention task force and had begun efforts to introduce a child restraint bill as early as 1974.

On January 1, 1978, the law became effective, making Tennessee the first state in the nation to pass such legislation. There are six basic points to the law.

1. The law applies only to parents and legal guardians who are driving their own cars.
2. Only children under the age of four must be restrained.
3. The child can be held by an older passenger (the so-called "babes-in-arms" clause).
4. The CRD must be one that is federally approved.
5. The CRD must be used properly.
6. The law does not apply to recreational vehicles of the truck or van type or to trucks having a tonnage rating of one ton or more.

The Tennessee Child Passenger Safety Program

Since mere passage of the law did not ensure a reduction of deaths and injuries to Tennessee children, the Tennessee Governor's Highway Safety Program and the National Highway Traffic Safety Administration jointly sponsored the Child Passenger Safety Program with two grants totaling \$654,286 (\$309,026 from the National Highway Traffic Safety Administration and \$345,260 from the Tennessee Governor's Highway Safety Program). The broad goals of this program were (1) to publicize the law, (2) to educate the people of the State of Tennessee about the importance of CRDs and (3) to evaluate the effectiveness of these efforts and the overall impact of the legislation on reducing deaths and injuries to children under the age of four years involved

in automobile accidents in Tennessee. The Child Passenger Safety Program began three months prior to January 1, 1978, to permit collection of baseline data on CRD usage. The program continued for a 36-month period. The Transportation Center of The University of Tennessee and the Tennessee Governor's Highway Safety Program worked jointly to accomplish the program's objectives and tasks.

Objectives of the Tennessee Child Passenger Safety Program

The project was divided into three major activity areas: (1) public information and education--PI&E, (2) evaluation and (3) management. Sixteen specific objectives were identified; these are listed in Table 1. In order to accomplish these objectives, 34 specific tasks were developed (see Table 2) concerning topics such as enforcement, adjudication, child restraint systems, child passenger accident records, legislation, advertising, education and support of various groups and organizations. Objectives I-V related to the evaluation area of the project; Tasks 1-13 were developed to meet these objectives. Objectives VI-XV related to the PI&E component of the project; Tasks 14-33 were identified to satisfy these objectives. Management activities were encompassed by Objective XVI and Task 34. An effective integration of all these activities and tasks was pursued to ensure the greatest positive impact of the law.

In order to evaluate the effectiveness of the PI&E campaign in increasing CRD usage, it was necessary to determine how many parents and guardians used CRDs prior to January 1, 1978, when the law took effect and the PI&E activities began. A data collection plan was developed to obtain information on usage of CRDs before and after January 2, 1978. The data collection involved a complex procedure, with data collection intervals staggered throughout the duration of the program at six selected target areas. These areas included five major urban centers (Memphis, Nashville, Chattanooga, Knoxville and Tri-Cities area) and one rural area (composed of merged data from Dyersburg, Columbia and Morristown). These areas are shown in Figure 1. The baseline data collected prior to January 1, 1978, provided information on the use of CRDs, the number of people using seat belts, demographic characteristics of the population surveyed and other information vital to the evaluation activities of the program.

The intent of the PI&E program was to determine effective educational efforts for increasing CRD usage rates and market segments with which they could be successful. The PI&E program consisted of two parts--the basic state plan (which included low profile statewide activities throughout the duration of the program) and the comprehensive plan (consisting of intensive promotional activities). The basic state plan required only the distribution of brochures and posters to hospitals, doctors' offices, clinics and other strategic places to which parents with small children may visit frequently. The comprehensive plan not only included the same activities, but also utilized television and radio public service announcements, outdoor advertising, displays and contact with special interest groups and driver education programs. Newspapers were encouraged to run editorials and feature stories and to cover events such as CRD related press conferences. A loaner program to help

TABLE 1
CHILD PASSENGER SAFETY PROGRAM OBJECTIVES

Objective	Description
I.	Determine the compliance with the enforcement of Tennessee's child passenger protection law.
II.	Determine the number of convictions for violation of the Tennessee child passenger protection law.
III.	Determine the attitude of adults toward and availability of CRDs.
IV.	Determine the number of deaths and injuries of children (under the age of four) resulting from being a passenger in an automobile involved in an accident.
V.	Determine the public awareness of the law and attitudes toward it.
VI.	Increase the usage of CRDs and encourage the enforcement of the Tennessee child passenger protection law through press coverage in newspapers across the state.
VII.	Promote an awareness of the child passenger protection law and increase proper usage of CRDs through television advertising.
VIII.	Increase public awareness of the child passenger protection law and encourage CRD usage through public service announcements on the radio.
IX.	Select an image slogan with emphasis on easy visual and audio identification to be used on all printed materials, radio and television.
X.	Promote proper use of CRDs and knowledge of the child passenger protection law through outdoor advertising.
XI.	Educate as many people as possible about the proper use of CRDs and the law by utilizing printed materials (posters, brochures, handouts, etc.).
XII.	Encourage the increased use of CRDs and provide knowledge of the child passenger protection law by utilizing audiovisual presentations.

TABLE 1 (continued)

Objective	Description
XIII.	Develop an awareness of the child passenger protection law and its implications in driver education classes in secondary public schools throughout the state by designing an instructional packet for class use.
XIV.	Provide CRDs for selected citizens who cannot afford them by making the national CRD manufacturers aware of the Tennessee child passenger protection law and encouraging each manufacturer to donate approximately 25 CRDs to local law enforcement agencies, civic groups, etc., across the state.
XV.	Develop and generate support and endorsement from organizations such as enforcement agencies, civic groups, pediatricians, hospitals, etc.
XVI.	Ensure that the project is managed in an effective and efficient manner.

TABLE 2
CHILD PASSENGER SAFETY PROGRAM TASKS

Task	Description
1.	Observational Survey of CRD Usage
2.	Survey of CRD Proper/Improper Use
3.	Survey of Number of Arrests
4.	Attitudinal Survey of Enforcement Agencies
5.	Survey of Number of Convictions
6.	Survey of Judges' Attitude Toward Law
7.	Survey of CRD Availability (Manufacturers, Wholesalers, Retailers)
8.	Attitudinal Survey of Owners of CRDs (Personal Interview)
9.	Attitudinal Survey of Owners of CRDs (Telephone Survey)
10.	Safety Agencies Survey of Accident Data
11.	Survey of Hospital Records
12.	Determination of Public Awareness (Personal Interview)
13.	Determination of Public Awareness (Telephone Survey)
14.	Newspaper Coverage
15.	Public Service Television Spots
16.	Television News Spots
17.	Radio News Spots
18.	Radio Feature Programs
19.	News Interviews with Project Participants

TABLE 2 (continued)

Task	Description
20.	Image/Slogan Selection
21.	Designing of Billboards
22.	Designing of Brochures and Posters
23.	Development and Reproduction of Audiovisual Presentations
24.	Instructional Packet for Driver Education Programs
25.	Establishment of a CRD Loaner System
26.	Identification of Sources of Endorsement and Support
27.	Exchange Information and Materials
28.	Communication with Tennessee Department of Safety
29.	Communication with the National Safety Council
30.	Provide Materials to Prenatal Groups
31.	Development of Portable Exhibit
32.	Department Store Advertisement
33.	System of Communication with CRD Manufacturers
34.	Management of Project

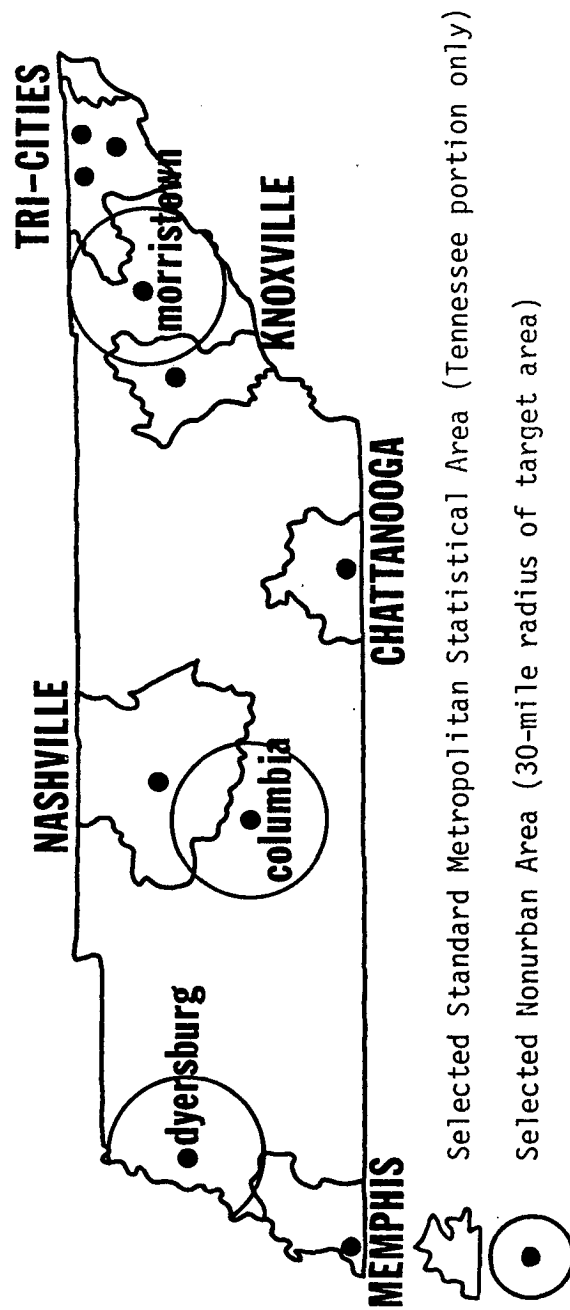


FIGURE 1
LOCATION OF TARGET AREAS FOR DATA COLLECTION

low-income families acquire CRDs supplemented the comprehensive plan in Memphis and Chattanooga. Comparisons of the impacts of the comprehensive PI&E plan with those of the basic PI&E plan were made.

Figure 2 shows the data collection and PI&E implementation schedule of the two plans in the various target areas. The initial data collection occurred prior to the effective date of the law and PI&E program. This data collection was taken to obtain baseline usage rate data. The samplings, taken every six months after the implementation of the law and PI&E program, were called semiannual surveys. The comprehensive plan was first implemented in Nashville. The implementation schedule shown in Figure 2 permitted a comparison of the impact of the basic state plan and the comprehensive plan.

In the study the number of target areas receiving the comprehensive plan (Figure 2) was to be increased each six-month interval until all target areas were included. A loaner program (Figure 2) designed to provide CRDs to selected citizens who could not afford them was implemented in Memphis beginning six months after the effective date of the law. Chattanooga received a loaner program six months after the Memphis loaner program was established. The objective of the loaner programs was to develop administrative procedures for establishing area-wide loaner programs rather than to attempt to reduce deaths and injuries. There were not a sufficient number of CRDs available through the loaner program to impact the death and injury rate.

Community Descriptors

Physical Environment. Tennessee is divided into 95 counties, grouped for geographic and cultural reasons into three regions--East, Middle and West. To facilitate planning and programming, the state consists of nine economic development districts.

Population. The population of Tennessee at the time of the 1970 census was about 3,926,018; the most recent estimate (1979) showed the population to be 4,380,000. Population of the study areas are shown in Table 3.

Licensed Drivers and Registered Vehicles. In 1976, Tennessee had 2,532,672 drivers with valid licenses; in 1977, 2,611,558; in 1978, 2,696,652; and in 1979, 2,755,445. In 1976 there were a total of 3,420,097 motor vehicles registered in the state; in 1977 a total of 3,666,757 motor vehicles were registered; in 1978 this total increased to 3,799,193.

Special Factors. The 1970 census showed that there were 256,650 children in Tennessee in the under-four age group. The most recent estimate (1979) showed there were 325,966 children under four years of age in Tennessee. Table 4 shows the number of children under four years of age who were injured in passenger vehicle accidents from 1974 through 1979. Data on injuries to children under one year of age were unknown. It is estimated that injuries for this category were approximately the same as the one year old category.

Target Area	Oct. 77	Jan. 78	July 78	Jan. 79	July 79	Jan. 80	July 80	Oct. 80
Memphis		BSP	CP + LP	CP + LP	CP + LP	CP + LP	Analysis and Report Preparation	
	BLD	SAS	SAS	SAS	SAS			
Nashville		CP	CP	CP	CP	CP		
	BLD	SAS	SAS	SAS	SAS			
Knoxville		BSP	CP	CP	CP	CP		
	BLD	SAS	SAS	SAS	SAS			
Chattanooga		BSP	BSP	CP + LP	CP + LP	CP + LP		
	BLD	SAS	SAS	SAS	SAS			
Tri-Cities		BSP	BSP	CP	CP	CP		
	BLD	SAS	SAS	SAS	SAS			
Nonurban Dyersburg Columbia Morristown		BSP	BSP	CP	CP	CP		
	BLD	SAS	SAS	SAS	SAS			

Legend: BLD = Baseline Data
 SAS = Semiannual Survey
 BSP = Basic State Plan

CP = Comprehensive Plan (includes BSP)
 LP = Loaner Program

FIGURE 2
 DATA COLLECTION AND PUBLIC INFORMATION AND EDUCATION
 IMPLEMENTATION PLAN

TABLE 3
COMMUNITY DESCRIPTORS

Descriptors		1976	1977	1978
A.	Population			
	Tennessee	4,234,000	4,292,000	4,332,954
	Memphis	667,880	668,443	663,769
	Nashville	430,941	428,957	425,424
	Knoxville	185,649	184,942	185,236
	Chattanooga	162,077	165,280	162,778
	Tri-Cities	100,234	101,327	100,532
	Columbia	22,583	22,944	23,258
	Dyersburg	15,673	15,573	15,768
	Morristown	20,799	20,673	20,479
B.	Licensed Drivers	2,532,672	2,611,558	2,696,652
C.	Registered Vehicles	3,420,097	3,666,757	3,799,193
D.	Children Under Four Injured in Motor Vehicle Accidents	1,054	979	1,000

TABLE 4
TENNESSEE MOTOR VEHICLE ACCIDENT DATA
FOR CHILDREN UNDER AGE FOUR

Year	Number Injured
1974	702
1975	899
1976	1,057
1977	979
1978	1,000
1979	874

The Need for Organizational Support and Cooperation

In 1978, the first year of the project, the Child Passenger Safety Program emphasized establishing and cultivating a network of support groups across the state. Because of the enormous task of distributing information regarding the child passenger protection law and the importance of using CRDs, the Child Passenger Safety Program had to rely on central distribution points to disperse the information throughout the state.

As part of the basic state plan, brochures and posters were distributed through a myriad of channels. This task was shared between the Knoxville and Nashville offices. As the comprehensive plan was implemented in various sites, the contact and communication system became extremely complex (see Appendix B). The basic approach to the comprehensive plan was to saturate the area with information at every possible level using every possible contact. At the same time direct contacts were being made by personnel from the project offices, attempts also were being made to establish a grassroots network for the purpose of maintaining continuous child passenger safety activities.

The establishment of support groups was important for two reasons. Because the Child Passenger Safety Program was funded for approximately three years, it was essential to establish interest and commitment among state, regional and local professionals so that efforts started by the Child Passenger Safety Program could be continued after the project was over. There was a general feeling among Child Passenger Safety Program staff that a local contact would be accepted more readily by the community, due to the convenience factor of having a local contact within the community to provide needed additional information or a speaker, rather than having to contact a central, but in some cases remote, office in Nashville or Knoxville. Efforts were made, therefore, to develop major contact systems within and among the formal Tennessee state agencies such as health, highway safety, child development/home economics, community groups and suppliers of CRDs. Later, as interest in child passenger safety grew, more informal contacts within the communities were made (see Table 5).

Summary

The Child Passenger Safety Program was created to publicize the child passenger protection law, to educate the people of Tennessee about the importance of CRDs, and to evaluate these efforts and the overall impact of the child passenger protection law on reducing deaths and injuries to children. Specific objectives and tasks were developed among three activity areas: PI&E, evaluation and management.

This report describes the network of support groups that was generated by the Child Passenger Safety Program as a means of supporting and promoting the child passenger protection law throughout Tennessee. These networks consisted of state agencies as well as local interest groups. Projects sponsored by these groups ranged from brochure distribution to the initiation of community-wide CRD loaner programs and other promotional efforts (see Appendix C).

TABLE 5
SUPPORT GROUPS

Organization	Service(s) Provided							
	Distribute Brochures and Other PI&E Materials	Sponsored Audiovisual Presentation	Sponsored Child Passenger Safety Week Activities	Displayed Child Passenger Exhibit	Sponsored CRD Loaner Program	Participated in TV and Radio Talk Shows	Participated in Interviews with News Reporters	Cooperated with Data Collection Efforts
Tennessee Jaycees & Jaycettes	x	x	x	x	x	x	x	
Hospitals and Physicians	x	x	x	x	x	x	x	x
County Health Departments	x	x		x			x	
Childbirth Classes	x	x						
City & County Police Agencies	x			x	x*			
Tennessee Highway Patrol	x			x	x	x	x	
Red Cross	x							
American Automobile Association	x							
City Governments			x					
Merchants' Associations								x
Veterans of Foreign Wars	x							
Other Community Service Clubs	x	x		x	x			
Industrial Safety Divisions	x	x						
Office of Child Development	x	x	x	x		x	x	

*In the city of Chattanooga only.

Chapter II of this report gives an overview of the organizations that participated in the Child Passenger Safety Program, describes the formal networks of state agencies and the more informal groups such as local civic groups and discusses the need for coordinating these groups via a Child Passenger Safety Advisory Panel. Chapter III describes some of the groups that actively initiated child passenger safety activities in their respective areas. Chapter IV provides conclusions and recommendations for future activities.

II. OVERVIEW OF ORGANIZATIONAL NETWORKS

Within Tennessee, various in-state services such as health organizations, highway safety programs and child development specialists were contacted to help promote child passenger safety. Each of these services and their contribution to the Child Passenger Safety Program are discussed below.

Public Networks

Health System. The health system was considered a major component of the state communication network. Because of the support from the medical field in the passage of the law, it was important to establish a strong network among the deliverers of health care. State, regional and county health departments were contacted directly by project staff. In some cases, these offices passed information regarding the Child Passenger Safety Program along to the practitioners. Project staff contacted practitioners directly by placing brochures and posters in doctors' offices, hospital waiting rooms and public health clinics. Direct mailings were sent to all pediatricians in the state. More than 1,200 physicians were contacted directly by the project and furnished with posters and brochures.

Loaner programs were established by the Child Passenger Safety Program at the health departments in Memphis in July of 1978 (see Appendix C, Exhibit C-1) and in Chattanooga (Exhibit C-2) in January 1979. Various other health departments throughout the state have recently initiated efforts to establish their own CRD loaner programs.

Through contact with the Tennessee Hospital Association, letters were sent to all hospitals informing them of the law and of available materials. They cooperated by distributing information to their staff and patients. Many sponsored special child passenger safety programs for prenatal classes and other hospital public service activities. Brochures and posters were made available to all hospitals in the state.

Figure 3 illustrates the contact/distribution network for the health system.

Highway Safety System. The highway safety system in Tennessee is a complex network created by the separate jurisdictions of the law enforcement agencies. Because it was decided that citations would not be stressed during the first six months of 1978, the initial emphasis with the highway safety system was one of information and education. Highway safety planners within the nine development districts assisted with the dissemination of PI&E materials and were particularly helpful in making contacts in the rural areas. Establishing supportive contacts among the law enforcement agencies was also important because of a general feeling by officers that the child passenger protection law was difficult to enforce.

Since officers have to accumulate a certain number of training hours per year, contact with the training academies was made. During 1978, a series of training sessions was held at the various training academies explaining the law and the officer's role in enforcing the law. This proved

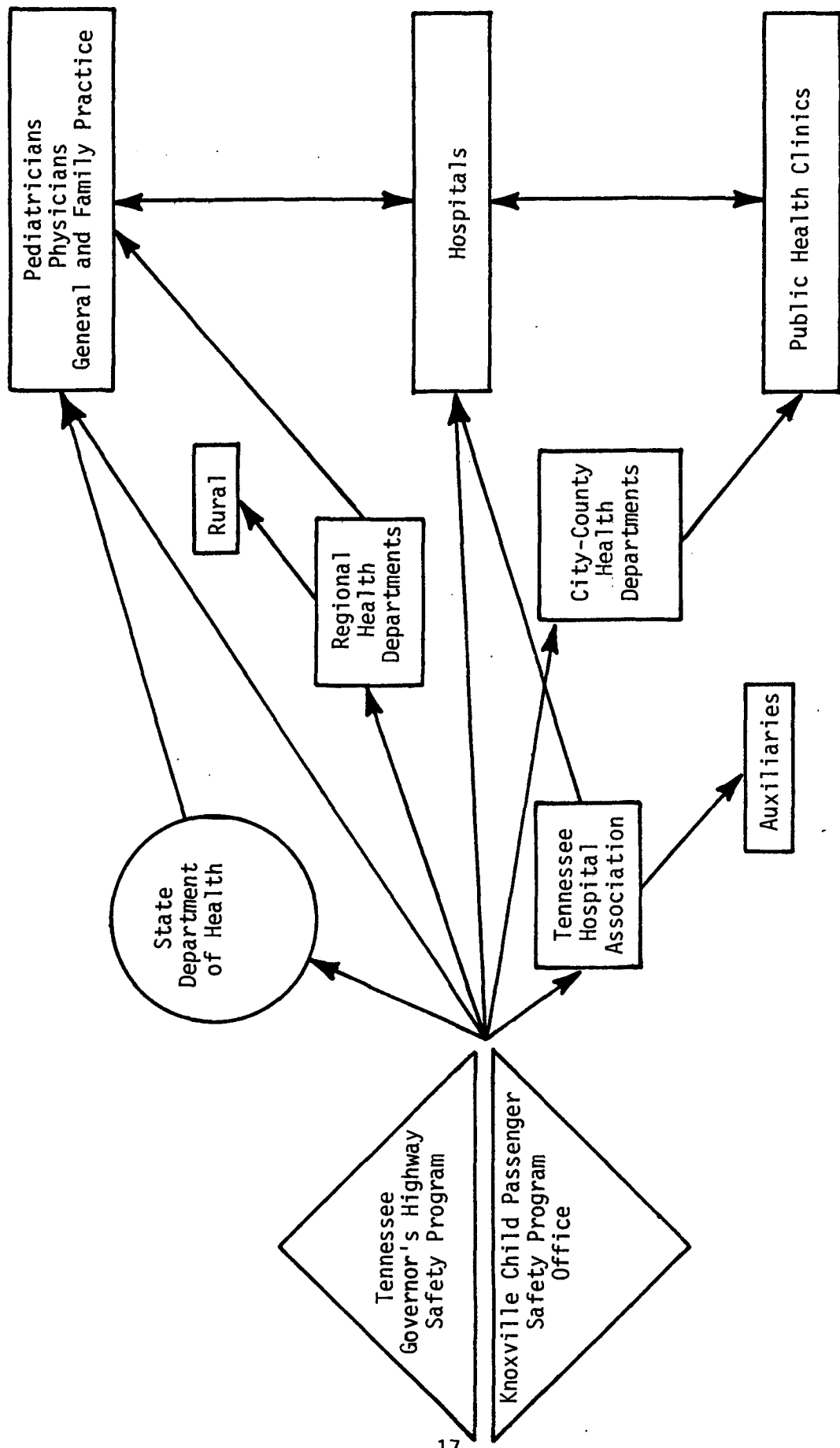


FIGURE 3
HEALTH NETWORK

very effective in distributing information as well as in establishing contact and in developing rapport with law enforcement officers.

The State Highway Patrol was cooperative from the beginning of the project, and a representative served on the Child Passenger Safety Advisory Panel. However, obtaining the cooperation of county and city enforcement agencies required the trial of various strategies. Because each agency operated independently, it was decided that an appeal through the Fraternal Order of Police to all its members might be most effective in increasing officer commitment. A plan was then developed to contact the police officers by mailing a special police packet to them (see Exhibit C-3). A survey questionnaire was enclosed with the police packet to determine the officers' attitudes and opinions of the child passenger protection law. Although 5,000 packets were mailed, only a small handful of survey cards were returned--not a sufficient number to be representative.

The election of a new governor brought a change in administration in the Department of Safety in early 1979. The new commissioner realized the importance that an increased enforcement effort could have in regards to increased CRD usage rates. Highway patrol officers were given in-service training sessions, and a 30-minute audiovisual slide show was developed by the Child Passenger Safety Program concerning the importance of CRD usage to assist with this training. In addition, the Department of Safety purchased 750 CRDs to be placed in the patrol cars. The officers then could temporarily loan a violator of the child passenger protection law a CRD to use until the case went to court, where the loaned CRD was returned to the officer. A special enforcement brochure (Exhibit C-4) was developed to be distributed to violators along with the citation and CRD. This increased enforcement resulted in a dramatic increase in citations issued by the Highway Patrol and generated substantial amounts of publicity in the news media (see Exhibit C-5).

Officers were also asked to assist in obtaining accident data involving children. A special Traffic Accident Report Supplement (see Exhibit C-6) was developed for arresting officers to complete and return. Because of the independent nature of each agency, these records were not always accurate or up-to-date. Therefore, preliminary data was incomplete and unreliable. However, in time, it is felt that the officers will become more committed to the law and will fill out the forms accurately and consistently.

A special appeal was made to Tennessee general sessions judges to make them aware of the child passenger protection law and to encourage them to waive parents' fines if the parents could show proof of a CRD purchase. Currently the judges agree that "proof of purchase" is the most effective method of handling a child passenger protection law violation (Howard, Sontag, Heathington and Lo, 1980).

Figure 4 illustrates the contact/distribution network for the highway safety system.

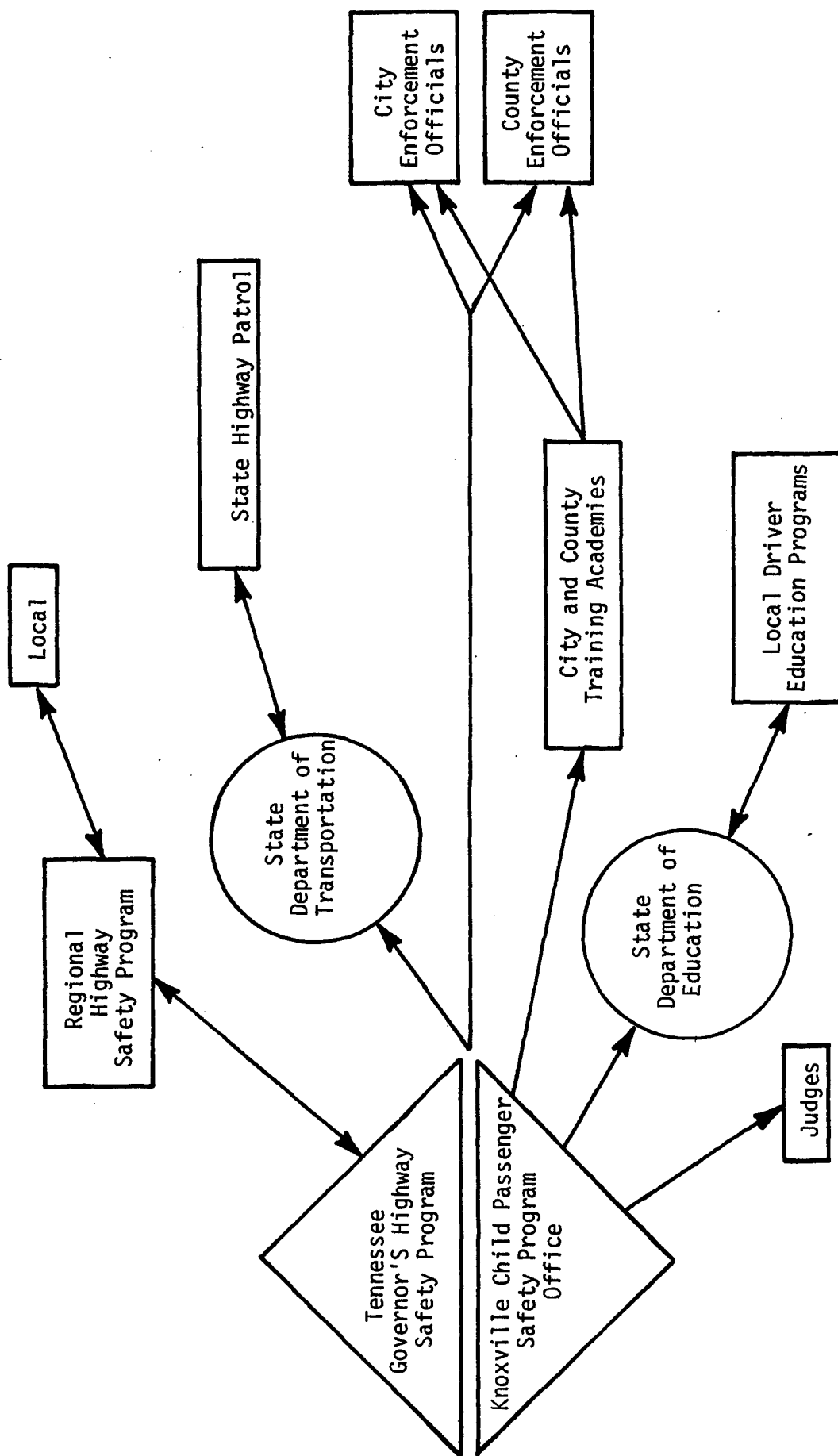


FIGURE 4

HIGHWAY SAFETY NETWORK

Child Development and Home Economics. Tennessee had a strong child advocacy system in the state Office of Child Development (OCD).^{*} With the director serving on the Child Passenger Safety Program's Advisory Panel, there was strong support from the child advocacy network across the state from the beginning of the project. Each of the nine regional OCD directors had councils which were made up of members of the community who, in some way, work with parents of young children. Because the purpose of the OCD coordinators was to promote programs to enhance the health, safety and well-being of children across the state, it was natural that this system was used extensively. Information distributed through these channels covered a diverse group of child advocates.

The Child Passenger Safety Program relied heavily on the enthusiastic leadership of the regional OCD directors. They were creative in developing and promoting activities in their own areas based on the need of their communities (see Exhibit C-7).

Additionally, development of a preschool (Sontag, Miller, Cunningham, Hughes and Kanoy, 1980) and a high school (Cunningham and Miller, 1979) family life education curriculum was stimulated through the Child Passenger Safety Program. The preschool curriculum is being designed to be used in day-care centers, nursery school programs and early education classes to help young children become aware of how to ride safely in cars. The high school family life curriculum was developed for use by teachers in home economics and related classes. The high school curriculum is available to every member of the Home Economics Education Association across the nation and will spread information regarding the need for child passenger safety.

In addition to the previously mentioned curriculums, an instructional packet for driver education programs was developed and distributed in the school systems of the major metropolitan areas of the state. The program consists of six individual and class activities to teach the young driver about child passenger safety (Moss, Bowers and French, 1978).

Figure 5 illustrates the contact/distribution network for the child development and home economics system.

Private Networks

Civic Groups. In addition to the more formal statewide systems just described, it appeared necessary to develop communication networks among community groups. Community groups, once they became committed to child passenger safety, helped diffuse information through their various civic activities and functions. In fact, one of the striking impacts of the mass media attention focused on child passenger safety was the degree to which this exposure facilitated the attention and support of the community groups.

^{*}The Office of Child Development since has been consolidated to form the Tennessee Children's Services Commission.

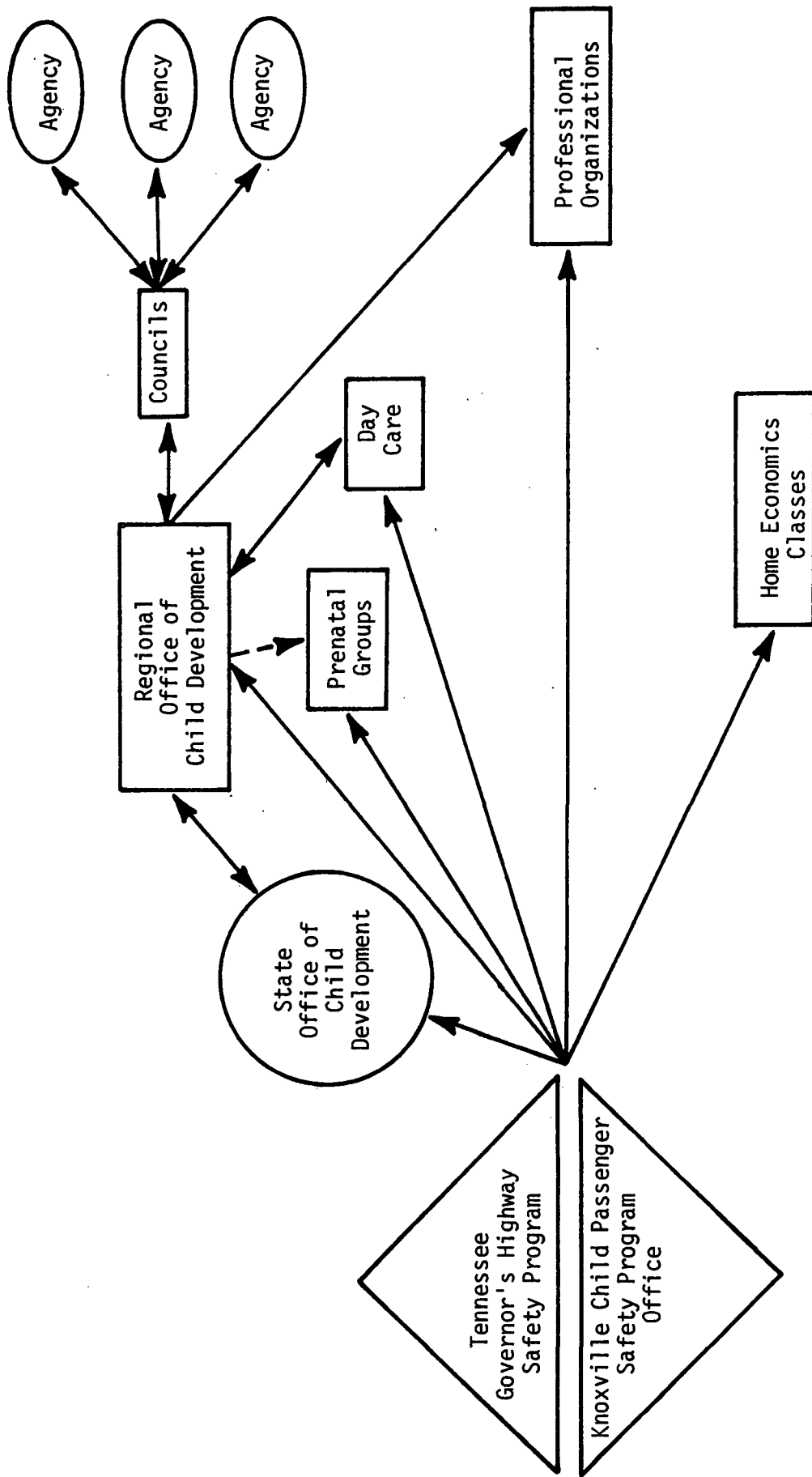


FIGURE 5
CHILD DEVELOPMENT/HOME ECONOMICS NETWORK

Although the original target groups were parents of young children, it seemed that the heightened awareness of the general public had long-term payoffs in building financial and philosophical support for programs to reach the target groups. For instance, civic groups adopted special projects in working with hospital prenatal groups, developing speakers bureau or developing CRD loaner programs. This strengthening of broadly based public acceptance and support for the law was extremely important.

Opinion leaders such as elected officials and prominent citizens participated in a wide range of Child Passenger Safety Program activities (Exhibit C-8). Mayors declared child passenger safety weeks in various target sites (Exhibit C-9). Table 6 lists some of the promotional activities for a child passenger safety week.

Initial contacts were by letters sent to civic groups in several target areas. This was followed up in some cases by personal contact. In a few instances, the groups became extremely supportive and involved. In other cases, the groups already had activities planned up to two years in advance but were interested in pursuing child passenger safety at a later time. Contacts with civic groups required much attention in order to develop and maintain commitment. Once groups became committed, in many cases they followed through with some type of project (Exhibit C-10).

Industrial Sites. Major businesses and industries in the comprehensive program areas were contacted to promote the Child Passenger Safety Program. Many industries have regular safety meetings, in-house newsletters, display areas or other activities as part of their company's safety program. Letters were sent to businesses and industries employing 500 or more persons. The letter explained the nature of the Child Passenger Safety Program, indicated the types of materials available, and that Child Passenger Safety Program staff were also available to conduct presentations and meetings with employees on child passenger safety. Numerous companies invited speakers to talk to their employees; others put information in their newsletters and other publications.

Automobile Dealers. Several contacts were made with local automobile dealers in an attempt to promote child passenger safety through an advertisement campaign or through offering a free CRD to young couples when they purchased a car. Attempts made to attend state and regional automobile dealer association meetings met with some resistance, partially due to the negative feelings toward government regulations being placed on the automobile industry. However, some progress with dealers was made when Child Passenger Safety Program staff members were able to meet directly with individuals.

Figure 6 illustrates the contact/distribution network for reaching community groups.

Suppliers of Child Restraint Devices. The project staff felt it was necessary to develop a system of contacts with the suppliers of CRDs to assure that CRDs were available across the state, especially in the target areas. Therefore, at the beginning of the project, all manufacturers were contacted.

TABLE 6
CHATTANOOGA CHILD PASSENGER SAFETY WEEK

January 29-February 3
(Northgate Mall Exhibit February 1,2,3)

General local coordination

Press Conference to kick off week's celebration
Press Conference to demonstrate CRDs and NHTSA Air Bag Car
Contacting news media and developing special features
Contacting billboard companies
Contacting industrial safety programs
Automobile Dealers

Mall exhibit arrangements

Tennessee CPS Exhibit
NHTSA Air Bag Demonstration Car
Breath Analyzer Tester
EARS Highway Safety Program
Motorcycle Safety Program
Continuous showings of Highway Safety film
Manufacturers of child restraint devices
Seat Belt Convincer/Crash Simulator
Passive Belts Exhibits
School Contests
Emergency Medical Services Exhibit
Driver Education Classes
Retail Stores to promote CRDs
Industrial Safety Displays
Chattanooga AAA

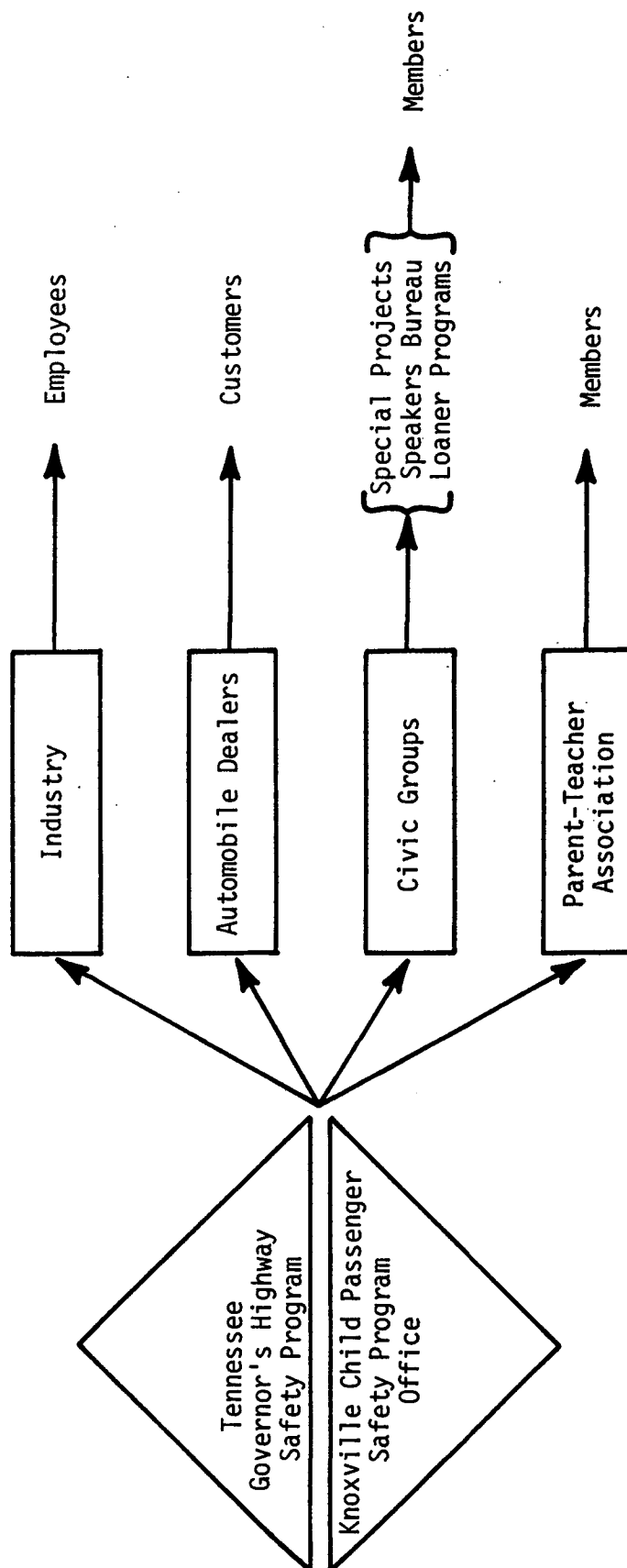


FIGURE 6
COMMUNITY NETWORK

The CRD manufacturers were extremely supportive of the project from its beginning. This was evidenced by their enthusiastic response to project staff members' request that they send sample CRDs for the project's use in its talks and demonstrations throughout the state. Many manufacturers donated additional CRDs for displays at various fairs and other special events in the state (Exhibit C-11). Also, sales representatives were sent to participate in the fairs and talk to inquiring parents.

Figure 7 illustrates the contact/distribution network for working with CRD manufacturers and dealers.

Need for Coordination

As the commitments to the Child Passenger Safety Program from support groups grew, the need for coordinating the efforts among them became evident. One method used was to encourage the development of a strong informal network to promote communications between the agencies who previously had worked directly with the Child Passenger Safety Program. In the informal network, communication lines were crossed between and among systems. Many communications were based on personal contacts or personal interests of the professionals involved. As people began talking across network lines, it became easier to develop coordinated activities to promote child passenger safety in a particular area or community. For example, a regional director in the OCD might work closely with a person in the health field; a county health staff person might contact the county judge in the immediate vicinity; a highway safety educator might contact a doctor in the area. These interagency communications were essential to establish so that efforts initiated by the Child Passenger Safety Program could be continued after the project was over. Various groups such as the Tennessee Jaycees and Jaycettes, public health groups and other safety advocates have expressed an interest in continuing the effort. Figure 8 illustrates the contact/distribution network for coordinating the support groups.

Another method of coordination employed by the Child Passenger Safety Program was the production and distribution of a newsletter (Exhibit C-12). This newsletter, the "CPSP Update", was a component of the PI&E effort and served to inform other programs and groups of the progress of the Child Passenger Safety Program.

Child Passenger Safety Advisory Panel

Another facet of statewide coordination and support was the establishment of a Child Passenger Safety Advisory Panel comprised of individuals associated with highway safety programs, medical programs, and other child safety programs. The expertise and experiences of these individuals were invaluable to the Child Passenger Safety Program's activities. Panel members were instrumental in establishing a new public health policy for well baby clinics, as well as actively encouraging and supporting the establishment of CRD loaner programs. When the PI&E materials were in the developmental stage, advisory panel members gave their ideas and suggestions. Panel members were active within their own communities, promoting child passenger safety through presentations, exhibits, television and radio talk shows, and other activities. The panel was instrumental in developing support and

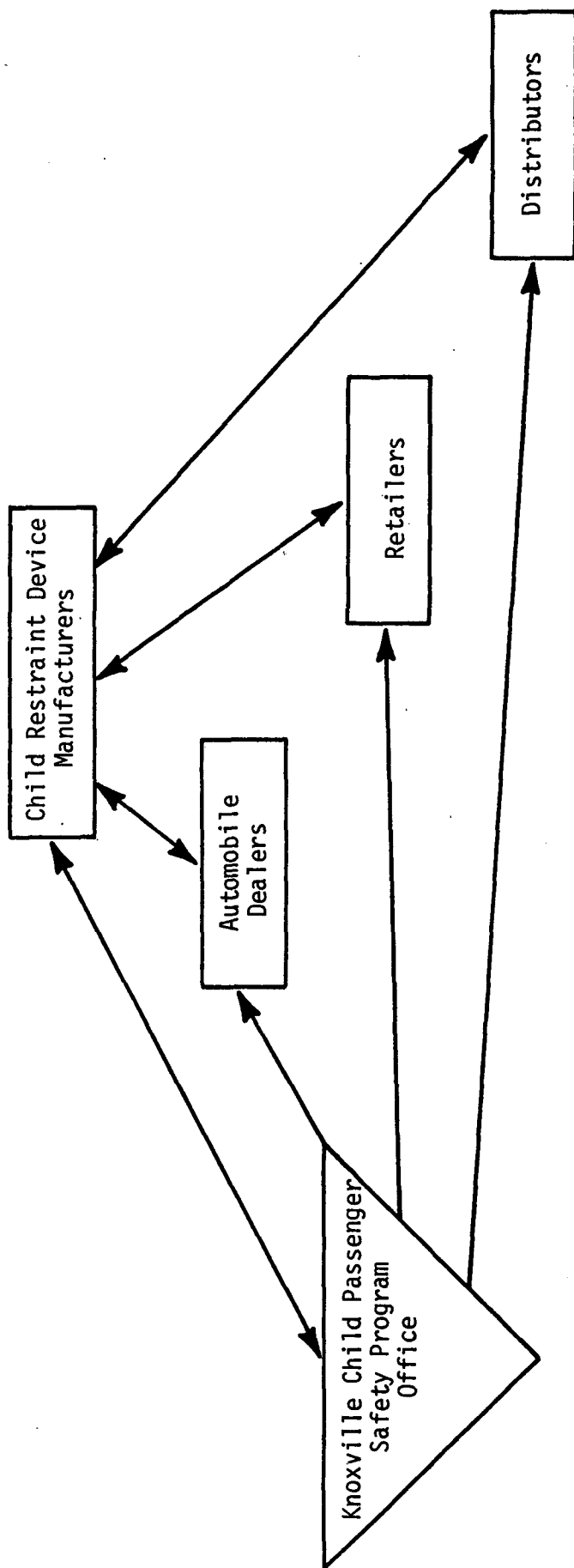
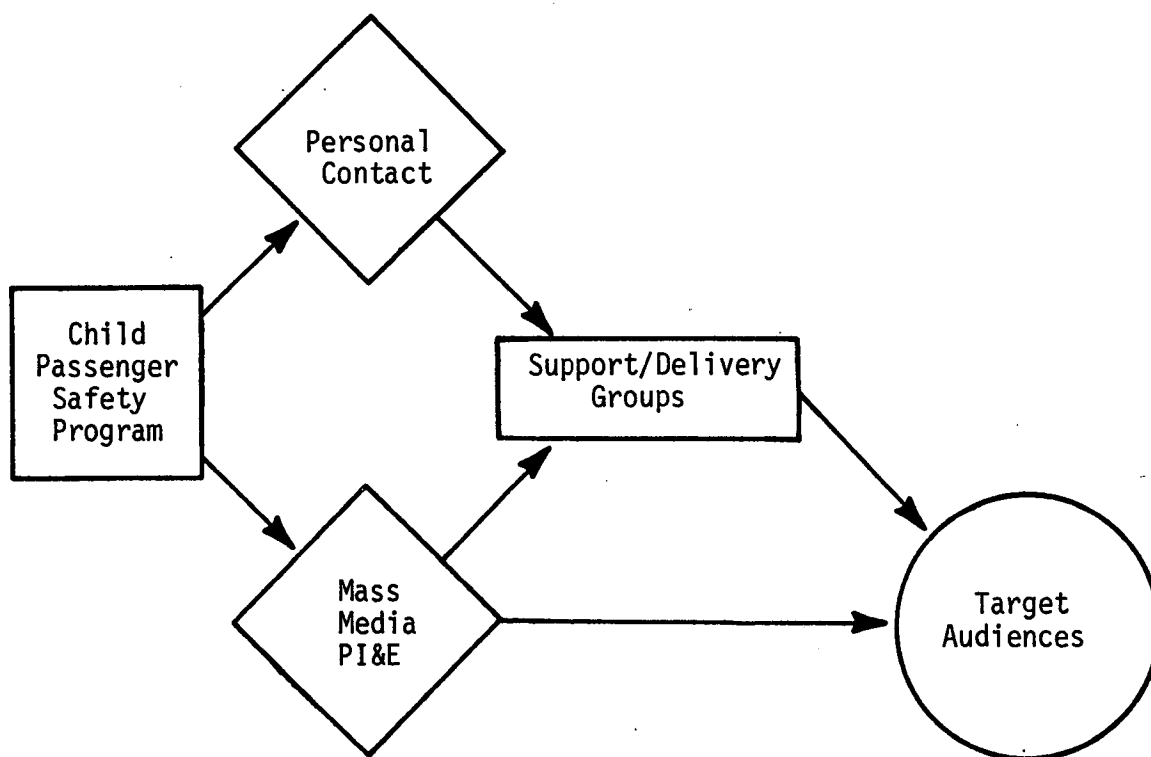


FIGURE 7
CHILD RESTRAINT DEVICE SUPPLIER NETWORK



Support/Delivery Groups	Target Audiences
Church Groups	Parents
Businesses	Pre-parents (e.g., high school students)
Professional Groups	Prenatal Groups
Civic Groups	Preschoolers
Governmental Agencies	Relatives

FIGURE 8
INVOLVEMENT OF SUPPORT/DELIVERY GROUPS

endorsement from the Tennessee Chapter of the American Academy of Pediatricians, the Tennessee Pediatric Society, the Tennessee Hospital Association, the Memphis Pediatrics Society and the Tennessee Department of Public Health. The panel consisted of the following individuals:

Dr. William A. Altemeier
Director, Pediatric Services
Metropolitan General Hospital
Nashville, Tennessee

Dr. Martha Bushore
Director of Emergency Services
East Tennessee Children's Hospital
Knoxville, Tennessee

Dr. E. E. Caldwell
Medical Director of Ambulatory
Services
Meharry Medical College
Nashville, Tennessee

Mr. Edward L. Casey
Environmental Consultant
Department of Public Health
Nashville, Tennessee

Mr. Larry M. Ellis, Director
Tennessee Governor's Highway
Safety Program
State of Tennessee
Nashville, Tennessee

Dr. Dorothy J. Turner, Director
Division of Perinatal Services
Department of Public Health
Nashville, Tennessee

Dr. Millie Moore, Director
Tennessee Office of Child Develop-
ment
Nashville, Tennessee

Commissioner Gene Roberts
Tennessee Department of Safety
Nashville, Tennessee

Mr. Paul Ruhle, Executive Director
Tennessee Association of Broad-
casters
Nashville, Tennessee

Mr. John Stone, Administrator
Metropolitan General Hospital
Nashville, Tennessee

Dr. Robert S. Sanders, Director
Rutherford County Health Depart-
ment
Murfreesboro, Tennessee

III. PARTICIPATING ORGANIZATIONS

An important by-product of the combination of the general PI&E campaign and the personal contact with the many support groups was that the support groups themselves sometimes became delivery groups (Figure 8). The PI&E campaign brought about a positive awareness of the Child Passenger Safety Program; as a result, many of the support groups initiated their own child passenger protection programs. Some programs distributed brochures, others gave presentations to the public, while others established CRD loaner programs.

Earlier in this report, Table 5 listed some of these support groups along with examples of some of the activities they sponsored. The articles in Appendix B are reprints from newspapers across the state depicting a variety of child passenger safety activities generated by the network of support groups.

IV. CONCLUSIONS AND RECOMMENDATIONS

Conclusions

During the three years it was in progress, the Child Passenger Safety Program worked to accomplish its goals to publicize the child passenger protection law, to educate the people of Tennessee about the importance of CRDs and to evaluate these efforts and the overall impact of the child passenger protection law on reducing deaths and injuries. Community contacts and commitments increased as various civic groups, health departments, prenatal groups, highway safety leaders and others became concerned with child passenger safety. These groups initiated their own child passenger safety activities, ranging from generating PI&E activities to establishing their own CRD loaner programs. Newspapers and magazines throughout the state ran numerous public information and education articles and, in the final months of the project, began to indicate the presence or absence of a CRD when they reported on a motor vehicle accident involving children under four years of age.

Enforcement of the law, which was perceived to be the key to a continuing successful program, was initially lacking. In the final year of the project, a new emphasis was placed on enforcing the child passenger protection law by the Tennessee Highway Patrol. This has lead to a dramatic increase in the number of citations issued.

Recommendations

1. Establish a statewide Child Passenger Safety Association to promote and coordinate child passenger safety efforts, to inform interested groups and individuals of related child passenger safety efforts and to generate and organize support for needed revisions in Tennessee's child passenger protection law.
2. Encourage the Tennessee Highway Patrol to continue its loaner/donor program and increased enforcement of the child passenger protection law.
3. Seek methods to encourage stronger enforcement from city and county law officers in their routine patrols of city streets and other areas.
4. Ensure that law enforcement training academies and agencies continue to educate their students and officers about the importance of and need for child passenger safety through the use of the law enforcement slide show and other available materials.
5. Continue to supply hospitals, health agencies, prenatal groups and civic groups with pamphlets and films, and encourage them to continue with their educational and service programs.

V. REFERENCES

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- Sontag, D. B., Miller, S. W., Cunningham, J. L., Hughes, C., Kanoy, K. Preschool Passenger Protection: Teaching Children About Transportation Safety. The University of Tennessee Transportation Center, Knoxville, Tennessee, 1980.
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APPENDIX A

TENNESSEE CODE

59-930. Safety belts and child passenger restraint systems required—Violations—Penalties.—(a) It shall be unlawful for any person to buy, sell, lease, trade or transfer from or to Tennessee residents, at retail, an automobile which is manufactured or assembled commencing with the 1964 models, unless such automobile is equipped with safety belts installed for use in the left front and right front seats thereof. All such safety belts shall be of such type and be installed in a manner approved by the department of safety of the state of Tennessee. The department shall establish specifications and requirements of approved types of safety belts and attachments. The department will accept, as approved, all seat belt installations and the belt and anchor meeting the specifications of the Society of Automotive Engineers. Provided that in no event shall failure to wear seat belts be considered as contributory negligence, nor shall such failure to wear said seat belt be considered in mitigation of damages on the trial of any civil action.

(b) Effective January 1, 1978, every parent or legal guardian of a child under the age of four (4) years residing in this state shall be responsible, when transporting his child in a motor vehicle owned by that parent or guardian operated on the roadways, streets or highways of this state, for providing for the protection of his child and properly using a child passenger restraint system meeting federal motor vehicle safety standards, or assuring that such child is held in the arms of an older person riding as a passenger in the motor vehicle. Provided that the term "motor vehicle" as used in this paragraph shall not apply to recreational vehicles of the truck or van type. Provided further that the term "motor vehicle" as used in this paragraph shall not apply to trucks having a tonnage rating of one (1) ton or more. Provided that in no event shall failure to wear a child passenger restraint system be considered as contributory negligence, nor shall such failure to wear said child passenger restraint system be admissible as evidence in the trial of any civil action.

(c) Violation of any provision of this section is hereby declared a misdemeanor and anyone convicted of any such violation shall be fined not less than twenty-five dollars (\$25.00) nor more than fifty dollars (\$50.00) for each violation of subsection (a) of this section and not less than two dollars (\$2.00) nor more than ten dollars (\$10.00) for each violation of subsection (b) of this section. [Acts 1963, ch. 102, §§ 1, 2; 1977, ch. 114, §§ 1, 2.]

Amendments. The 1977 amendment designated the former first paragraph as subsection (a), the former second paragraph as subsection (c), added subsection (b) and added the material at the end of subsection (c) following "fifty dollars for each violation."

Effective Dates. Acts 1977, ch. 114, § 3. January 1, 1978.

Law Reviews. Ellithorpe—Adoption of Crashworthiness Via Strict Products Liability (Gail O. Mathes), 4 Memphis State U. L. Rev. 497.

Cited: Ellithorpe v. Ford Motor Company (1973), — Tenn. —, 503 S. W. (2d) 516.

NOTES TO DECISIONS

1. Contributory Negligence.

Failure to wear seat belts does not constitute contributory negligence in Tennessee. Mann v. United States (1968), 294 Fed. Supp. 691.

In wrongful death action where defendant's automobile, after failing to yield right-of-way, struck the decedent's vehicle, an instruction as to possible

remote contributory negligence of decedent because of his failure to wear a seat belt was precluded by the proviso in this section that states that a failure to wear seat belt shall not be considered contributory negligence. Stallcup v. Taylor (1970), 62 Tenn. App. 407, 463 S. W. (2d) 416.

APPENDIX B
CONTACT/DISTRIBUTION NETWORK

EXHIBIT B-1
TENNESSEE JAYCEES AND JAYCETTES

McMinnville Standard
October 17, 1979



All Eyes

Mrs. Sharon Patterson presents an infants' car safety seat to Mrs. Carolyn Cope and her new son, Jonathan Leland Eugene. McMinnville Jaycettes and Sullivan's Department Store donated the seat for Buckle Up Babes Week, Oct. 7-13. The Cope infant, the son of Mr. and Mrs. Harold Cope, Route 1, Spencer, was the first born in Warren County during that period. (Mike Garrison photo)

Smithville Review
April 16, 1980

Smithville Jaycettes Work 88 For Child Passenger Safety

The Smithville Jaycettes are working for child passenger safety and have adopted the following resolution:

Whereas: The leading cause of death to children less than five years of age is from injuries received in automobile crashes, and
Whereas: Properly-used, crash-tested child safety seats have been proven

overwhelmingly effective in preventing death and reducing overall injury severity, and

Whereas: Most American families have not been fully alerted to the terrible risks they are taking by not using safety restraints with their children, and

Whereas: The families of automobile crash victims suffer both emotional

and economic trauma as a result of these unnecessary deaths and injuries, and
Whereas: Many children receive permanently debilitating injuries such as paraplegia and epilepsy, and

Whereas: These easily preventable deaths and injuries cost society both the potential contributions of these children to society and millions of dollars each year in unnecessary hospital, insurance, and rehabilitation expenses; therefore,

Be it resolved: that each member of the U.S. Jaycettes make a personal

commitment to see that the children in her family are properly protected and that she and the other adults in the family set good example by also riding properly protected, and

Be it further resolved: that members of the U.S. Jaycettes work individually and through their member organizations to raise other families' awareness of this number one child health enemy by integrating information about child safety seats in their local state and national activities.

McMinnville Standard
October 3, 1979

Jaycettes Sponsor 'Buckle Up Babes'

CAR SAFETY week will be emphasized next week by the McMinnville Jaycettes, sponsors of "Buckle Up Babes Week."

The observance will begin Sunday and run through Oct. 13.

The purpose of this program is to call community attention to the new state law on safety seats for children. The new Child Restraint Law went into effect Jan. 1, 1978.

In supporting passage of the law, its author, Dr. Robert Sanders of Mur-

reesboro, cited automobile accident statistics showing that traffic fatalities are the number one killer of children under five.

ADVOCATES of the law said the number of deaths and injuries would be significantly reduced by the use of proper child restraint systems.

Such a law exists in other countries, but Tennessee was the first state in the U.S. to pass a child restraint law making it mandatory that child restraint systems be used in passen-

ger vehicles.

In part, the law states: "Every parent or legal guardian of a child under the age of four years residing in this state shall be responsible, when transporting his child in a motor vehicle owned by that parent or guardian operated on the roadways, streets, or highways of this state, for providing for the protection of his child and properly using a child restraint system meeting federal motor vehicle safety standards, or assuring that such child is

held in the arms of an older person riding as a passenger in the motor vehicle."

THE LAW provides for a fine of not less than two dollars nor more than 10 dollars to be assessed for each violation.

As part of the observance of "Buckle Up Babes Week," the Jaycettes are giving the first child born this week a safety seat which has been donated by Sullivan's Department Store.

EXHIBIT B-2

HOSPITALS AND PHYSICIANS

Sh "by" to Times-Gazette
November 1, 1979

Doctors Promote Strengthened Law

By BRENDA BLANTON
TIMES-GAZETTE Staff Writer

An amendment that watered down the effectiveness of Tennessee's 1978 Child Passenger Protection Act — a first-of-its-kind law in the nation aimed at combating the number one killer of children beyond infancy — is now under fire by state pediatricians.

According to Dr. Robert Sanders of the Tennessee Pediatrics Society, 17 children were killed in automobile accidents last year and 12 to date in 1979. "In no case has a child been killed in a restraint, but four of those were 'babes in arms,'" he noted.

What was originally referred to as the "babes in arms" provision of the law — that is, the exception for small babies in the arms of an adult — was later changed to the "child crusher amendment," Sheri Harvey of the Governor's Highway Safety Program said yesterday.

"Babes in arms sounded too good," she pointed out. "Child crusher explains exactly what happens. A 15-pound child and a 30-mile-an-hour accident would be like dropping him from a three-story building."

The impact of an adult's body multiplied by the speed of the auto would equal 600 pounds weighing down on the child, she said.

Describing the law now on Tennessee books as a political compromise, Sanders, a Murfreesboro physician, said the amendment was responsible for the passage of the bill. "It was a controversial bill," he reminded. "Even with the provision for holding a child it only passed by two votes in the Senate and five in the House."

The amendment's sponsor, he said, argued on two premises, that seats are too expensive for low-income families and that the happiest day of his daughter's life was bringing her first child home 'babe in arms. I don't really think they understood the danger."

In its original state, the bill was backed by the state's seven major medical associations with pediatricians being most active in lobbying its merits. Those same pediatricians, he said, are now working to have the child crusher part of the law removed, either during next year's legislative session or in 1981.

"Legislators want to know facts and figures," he said. "We know the number of deaths caused by the amendment, but we need to know the number of accidents or injuries to children in arms."

The average cost of a hospital stay for an auto accident he said is \$7,000, "so we have dollars and cents to add up, too. Considering that figure though, \$18 for a seat doesn't seem too much to ask of anybody."

Across the state, he said efforts are underway to instigate loaner programs through hospitals, health departments and civic organizations. Such programs would eliminate one concern of the legislature and raise the all-time low usage rate of poor families.

What Sanders calls an incentive provided by state Safety Commissioner Gene Roberts is the current program of loaner restraints coordinated through the Tennessee Highway Patrol.

According to local patrolman Clyde Fraser, although citations have been issued in the county for children not in restraint devices, no fines have yet been paid.

"So far the families have all bought seats before they went to court," he explained. The trooper who issues a citation also loans the offender a child restraint seat provided by the Tennessee Department of Safety through a \$13,500 grant to the Highway Safety Program. If the parent who comes to court is able to prove he has bought a seat or made a good faith effort, the trooper then asks General Sessions Judge Marvin Marshall to dismiss the case.

But, according to the law, children four years old and under must be placed in an approved restraint device only when traveling with their parents or guardians in the family car.

"That does make it difficult to enforce," Fraser noted. "They can tell us the child is not theirs and we have no way of knowing. We can check to see if it's their own car."

Sanders said the bill introduced in 1976 was a general law encompassing any driver responsible for any child in a car, but that proposal was knocked down in committee.

"So in 1977 we had to hone the thing down. It does go after the basic family unit though."

Although Tennessee's law is imperfect, a fact pediatricians hope to change soon, Sanders said the American Academy of Pediatrics has used Tennessee's initiative in urging all states to pass similar bills. In 23 states Child Passenger Protection Acts were introduced this year.

The law's impact statewide has been shown in growing usage rates, now standing at 20 percent in five metropolitan areas include the Tri-Cities, a figure twice the national average. That rate rose from 11.8 percent in a period of 18 months.

In rural test areas, including Morristown, Union City and Columbia, usage doubled in that same period, from six and a half percent to 13 percent, he said.

Copperhill Cit.-Advance
April 12, 1979

Doctors Teach Troopers On Child Restraint Law

Tennessee pediatricians will lend their time to teach law enforcement officers throughout the state about the Child Restraint Law of 1977 during in-service training seminars conducted this year.

The announcement was made this week in Nashville by State Safety Commissioner Gene Roberts and American Academy of Pediatrics state chairman Dr. Robert S. Sanders. The in-service program was developed after a recent meeting between Roberts and several East Tennessee pediatricians.

The in-service curriculum was approved by the Tennessee Law Enforcement Planning Commission last week at the urging of Roberts. "We recognize that without the assistance of law enforcement the program (child restraint) will not be effective," said Roberts.

The 1977 law became the first in the nation to require that children four years of age and younger be restrained in an

approved seat chair while riding in an automobile.

The classroom situation will provide Tennessee's law officers with an explanation about the program from a pediatrician while a short film on the subject will be shown and time will be left for each individual Department to explain to their personnel how the law is to be enforced within their jurisdiction.

The program is aimed at making Tennessee's law enforcement officers more aware of the new law and what it means safety-wise to children. "The problem is that surveys indicate that about 85 per cent of Tennessee children under age four still ride unprotected and without restraint," said a spokesman for the pediatricians.

"The automobile crash is the number one cause of death and serious injury to young children beyond infancy. Study statistics indicate that child restraint

devices may reduce death and injury of 80-90 per cent of this age group. We recognize that fact and for the added protection and safety of thousands of young Tennesseans we pledge our support of this worthwhile law," said Roberts.

Crossville Chronicle
April 7, 1979

Child restraining law 88 course scheduled

Tennessee pediatricians will lend their time to teach law enforcement officers throughout the state about the Child Restraint Law of 1977 during in-service training seminars conducted this year.

The announcement was made in Nashville by State Safety Commissioner Gene Roberts and American Academy of Pediatrics state chairman Dr. Robert S. Sanders. The in-service program was developed after a recent meeting between Roberts and several East Tennessee pediatricians.

The in-service curriculum was approved by the Tennessee Law Enforcement Planning Commission last week at the urging of Roberts. "We recognize that without the assistance of law enforcement the program (child restraint) will not be effective," said Roberts.

The 1977 law became the first in the nation to require that children four years of age and younger be restrained in an approved seat chair while riding in an automobile.

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EXHIBIT B-2 (continued)

Jonesboro Tribune
April 11, 1979

Child Restraint Law Seminars Set

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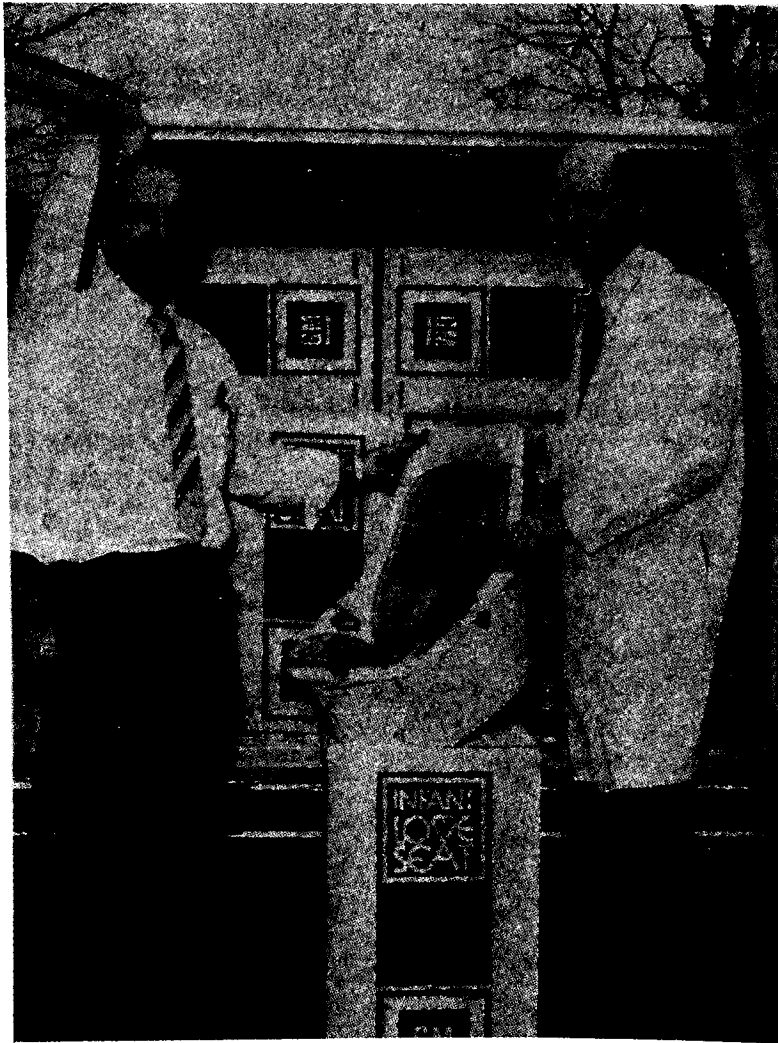
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EXHIBIT B-3

COUNTY HEALTH DEPARTMENTS

Smyrna Courier
April 10, 1968



FIRST OF 200 LOVE SEATS — Louie Hunt, manager of Ridley Chevrolet's parts department is pictured in Murfreesboro at the Rutherford County Health Department with Dr. Sanders, County Health Director, where the two men are unloading thirty-six "Love Seats" provided to the County at cost by Ridley Chevrolet. Dr. Sanders said: "The Rutherford County Health Department appreciates Ridley Chevrolet's interest in the safety of infants and young children." He went on to say that other companies are indicating support of the program and that it is hoped that at least 200 of the seats will be made available to those who cannot afford the protection that is now required by law. Dr. Sanders has been a leader in bringing the importance of these protective seats to the attention of the public.

EXHIBIT B-3 (continued)

Murfreesboro Journ.
June 26, 1980

Program ⁸⁸ going well

Seventy-two infant seats have been purchased for the Rutherford County Loaner Program, initiated in May to provide lower-income mothers with car restraints for their children.

"We've done pretty good with the program so far, and we want to thank everyone who has donated money," Rutherford County Health Department Director Robert Sanders, who was instrumental in starting the program, said.

Funded entirely through donations, Sanders said the goal of the program is to buy 200 seats, which cost approximately \$19 each.

Nearly \$2000 of the \$3600 needed to reach that goal has been donated by individuals, service clubs and other groups in Rutherford County.

Mothers coming to the county prenatal clinic receive the restraints for \$10. When the child outgrows the seat, usually at 15-20 pounds, the mother returns the seat and is reimbursed \$5.

EXHIBIT B-4

CITY AND COUNTY POLICE AGENCIES

Chattanooga Times
October 20, 1979



—Oed Peters/The Times
featured on the front of a Chattanooga brochure on the subject; Larry Ellis of the Governor's Highway Safety Program in Nashville; Chattanooga Fire and Police Commissioner Walter Smart and State Safety Commissioner Gene Roberts. (See story on Page C1.)

A MATTER OF LOVE: Some of the officials involved in promoting the use of child restraint devices gathered Friday morning at the Roberts Police Service Center on Annicola Highway. From left are Chattanooga Police Sgt. Skip Vaughn, his 28-month-old son Keith, who is

Chattanooga Times
October 20, 1979

City Police Join State Troopers In Enforcing Child-Safety Law

By PORTER BINKS

City police will join Tennessee troopers in an effort to enforce the state's child restraint law and reduce the number of youngsters killed in traffic accidents.

Friday, city and state officials met her to begin a media campaign on the use of the child restraint devices, which have been placed in some city police cars.

highway safety office were here Friday for the program. Ellis has been assisting in the training of policemen on how to place children in the seats.

Under safety department procedures, where a state trooper witnesses a violation of the 1977 law, he will cite the driver of the auto and place the child in a seat.

When the case comes to court and the parents show they have secured a seat or made an effort to get one, the trooper

will ask the judge to dismiss the ticket. In cases where parents can't afford the seat, the safety department is providing one on loan.

Also present Friday was Keith Vaughn, the 28-month-old son of city Sgt. Skip Vaughn. The infant is featured on the front of a brochure on child restraint that city officers hand out. A state trooper and his child are on the front of a pamphlet given out by troopers.

Photo on Page 1

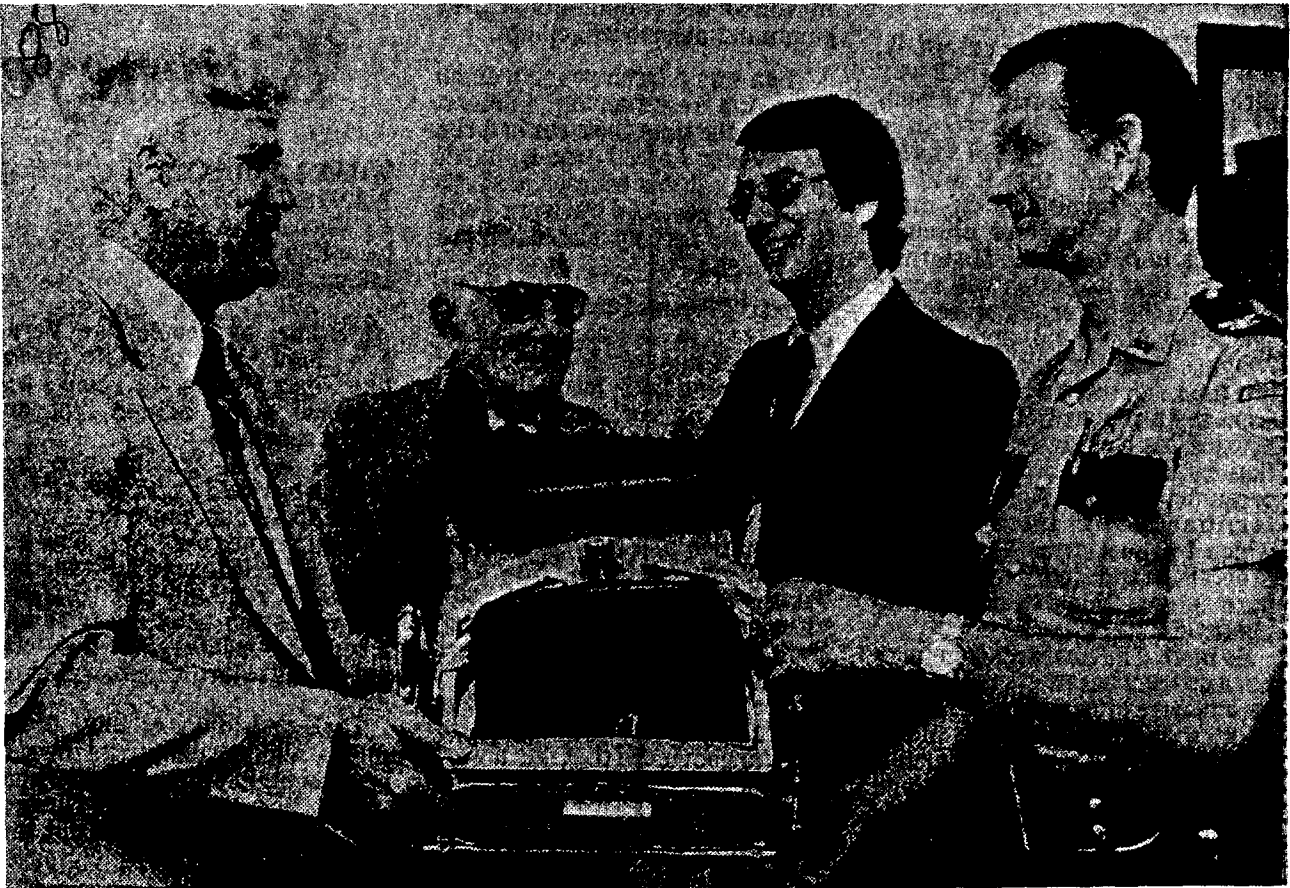
In August, state troopers were issued child restraint seats for their patrol cars. The city purchased 70 similar seats with a \$2,500 grant, which was part of a larger grant received by the state through the Governor's Highway Safety Program.

Police Commissioner Walter Smart, state Safety Commissioner Gene Roberts and Larry M. Ellis of the

EXHIBIT B-5

TENNESSEE HIGHWAY PATROL

Nashville Banner
October 6, 1979



Save A Child By Buckling Up

Commissioner Gene Roberts (left) of the Tennessee Department of Safety is presented with a child restraint device by Harry Yates and Ralph Mosley, members of the American Society of Safety Engineers, as Col. Bill Jones looks on. The

devices are loaned out by the highway patrol when parents are ticketed for not restraining their children under age four. A Save A Child Fund has been established for contributions at the United American Bank, Rivergate branch.

EXHIBIT B-5 (continued)

Wartburg News
November 8, 1979



New Law In Effect

Tennessee Highway Patrolman Bob Stoetzel displays a child restraint device which troopers across the state are now carrying in their patrol cars. It's a recently launched program to urge motorists to keep children four years of age and younger restrained in a protective seat while riding in automobiles. A law passed by the Tennessee General Assembly a year ago makes it mandatory that parents protect children in their cars. Troopers will issue citations for violations of that law, provide a seat for the youngster and then dismiss charges if parents can provide a proof of purchase of a child restraint device when the case reaches court.

State Targets City's Auto Safety

Child Restraint Devices Boosted

By J. B. COLLINS
N.F.P. Urban Affairs Editor

Ten-month-old Kelly Gottmann is living proof that child restraint devices in automobiles really work.

The beautiful little girl was the center of attention Friday at City Hall where her parents, Mr. and Mrs. William R. Gottman, 317 Shady Crest Dr., presented her as evidence of what the proper safety equipment for child passengers in automobiles can do.

When she was six months old she was a passenger in the family auto that rolled driverless down a driveway and flipped over twice before coming to rest in a ravine.

Her frantic mother had to knock out a window with a shovel and extract the child. But because she was secured by a child restraint device that worked, she escaped with only "a small scratch on her knee."

Kelly was part of a presentation by a team of state people traveling among the population centers in Tennessee urging the acquisition and use of proper child restraint devices in vehicles.

Tennessee is the only state in the union with a law requiring use of child protection devices in vehicles. The law took effect last Jan. 1.

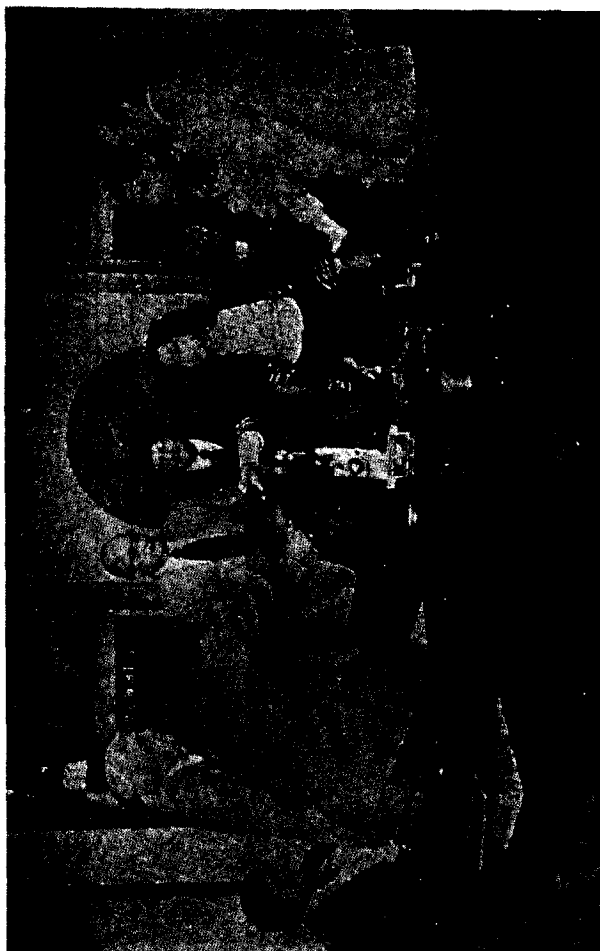
Before the law was passed

larger cities to promote child safety in cars.

The state is not interested so much in punishing parents who violate the new state law, it is interested in promoting wider use of child restraint devices properly installed.

"They save lives," Dr. Heathington said. He said that proper restraint equipment would cut death rate among child accident victims by some 90 percent.

The presentation supporting use of the devices was made at an adjourned City Commission meeting with members of the commission present.



PARENTS CONGRATULATED—City fathers Friday congratulated Mr. and Mrs. William R. Gottmann for their foresight in providing adequate protection for their 10-month-old daughter Kelly, who survived a serious auto accident with only a scratch.

From left, Commissioners Gene Roberts, John Franklin (shaking hands with Mrs. Gottmann) and Jim Eberle; Dr. Kenneth Heathington, Mrs. Gottmann, Mr. Gottmann (holding daughter Kelly) and Mayor Pat Rose. (Staff photo by Robin Hood)

EXHIBIT B-6

TENNESSEE CITY GOVERNMENTS

Gainesboro Times
January 23, 1980



PROCLAMATION SIGNED... Monday, January 21, 1980, Charlie C. Norton, Jackson County Administrator signed a proclamation proclaiming Child Passenger Safety Week this week in Jackson County. Present for the signing also was [at left] Julia Jones, Secretary of the Jackson County Child Development Council and Jo Carole Heinrich, Jackson County International Year of the Child Chairman.

Proclamation Signed in Recognition of Child Safety

WHEREAS, during the International Year of the Child; it is appropriate to celebrate our most precious resource, our children, and

WHEREAS, automobile accidents are the greatest killers of children under five, and

WHEREAS, we want to do everything in our power to protect our children from injury and death, and

WHEREAS, we can protect our

children from injury and death by taking care to use proper restraint devices in automobiles,

NOW, THEREFORE, WE Charlie C. Norton, County Administrator of Jackson County, Ben Wooten, Mayor of Gainesboro, the Jackson County Board of Commissioners, and the Gainesboro Town Council, do hereby proclaim the

PASSENGER SAFETY WEEK and we urge the citizens of Jackson

County to become acquainted with the provisions of the Child Passenger Safety Act of 1977 and we urge parents with children under age four to protect their children by using approved child restraint devices in their automobiles.

IN WITNESS WHEREOF, we have here unto set out hand and caused the seals of Jackson County and the Town of Gainesboro to be affixed this the seventh day of January, 1980.

U.S. DEPT. OF JUSTICE
FBI, MEMPHIS



IT'S FOR HIM — Little John Vance Gentry Jr., year-old son of the Putnam County executive, gets an introduction to proclamation signing as he gives his dad a hand with a document proclaiming April 16-21 as "Putnam County Child

Passenger Safety Week." From left are Mrs. Gentry, John Sr. and Monterey Mayor Ray Way, Cookeville Mayor Bob Poteet and Algood Mayor Jim Brown, who issued similar proclamations for their towns. (Photo By Jack Tucker)

Child Passenger Safety Week Set

By JACK TUCKER
UCDD Information Officer

It has to be the ultimate horror.

... the shattering, shearing sound of metal tearing ... the chilling splintering of glass ... swirling dust, and the awful, awful silence ...

On the front seat of the mangled car, the mother sat staring straight ahead, caught in a moment of frozen fear, numb with disbelief. The baby was already dead ... on her lap.

... it was several seconds before she screamed.

A scare story? Yes. Fiction? Unfortunately, no.

Each year in the United States more than 1,000 youngsters die needlessly in automobile accidents with tens of thousands injured — because no one cared enough.

Read what a doctor wrote in Status Report, June 16, 1977:

"The restraining arms of a mother are completely inadequate in an accident situation. Five mothers admitted under my care have had their 12-month-old babies killed in their laps."

Or think about this sobering comment from Dr. Robert S. Sanders of Murfreesboro, chairman of the Accident Prevention Committee of the Tennessee Chapter, American Academy of Pediatrics:

"The automobile crash accounts for the leading cause of death and serious injury for all children

beyond one month of age. In Tennessee, an average of 20 children under age four are killed yearly, and hundreds are seriously injured and many more sustain minor injuries."

What can be done about such pitiful childhood tragedies and the endlessly agonizing aftermath for their parents?

Dr. Sanders continues: "Child restraint systems have been shown to reduce the chance of death by over 90 per cent and serious injuries by almost 80 per cent."

To call attention to the foregoing facts, Putnam County this week is observing Child Passenger Safety Week.

Speaking for all who care about protecting the children — "our most precious resource" — a proclamation has been issued over the signatures of John Gentry, county executive; Bob Poteet, mayor of Cookeville; Jim Brown, mayor of Algood; Billy Shanks, acting mayor of Baxter; and Ray Way, mayor of Monterey.

"We urge the citizens of Putnam County to become acquainted with the provisions of the Child Passenger Safety Act of 1977 and we urge parents with children under four to protect their children by using approved child restraint devices in their automobiles," they said.

Several of these devices will be on display this weekend — Thursday through Saturday — in the Cookeville Mall.

The J.C. Penney store in the Mall is donating a safety seat to be given away at a drawing on Saturday, April 21. Entry blanks may be deposited in a container at the store.

American Bank and Trust and Citizens Bank each are giving away a safety seat on Friday, April 20. Entry blanks may be deposited in containers at the banks during the week.

The children themselves are taking part in this week-long display of concern for their lives and well-being. Elementary schools throughout the area are conducting poster contests. The winning posters will be on display at the Mall. Mall merchants are donating prizes.

Also participating are the Cookeville Police Department, the Putnam county Sheriff's Department, the state Department of Transportation (Highway Patrol), the Transportation Center at the University of Tennessee, Knoxville, and the Emergency Medical Service of Putnam County.

Coordinating the activities of Child Passenger Safety Week are Linda Jackson, child development coordinator of the Tennessee Office of Child Development and the Upper Cumberland Development District; and Roy McKuben, UCDD highway safety planner and assistant law enforcement planner.

The state legislature passed the Child Passenger Safety Act of 1977. It became effective Jan. 1, 1978. Tennessee is the first state to enact legislation to protect

young automobile passengers from death and serious injury.

The legislation is endorsed by seven Tennessee medical organizations and two national groups.

The law requires parents and guardians of children under four years of age to provide for their safety while riding in the family automobile. The law specifically applies to private vehicles and not those operated by day care centers, nursery schools and the like.

Putnam Countians involved in this week's educational effort to call attention to Child Passenger Safety offer these facts to remember:

+Even the strongest arms can't protect an infant in a collision. At a mere 20 miles per hour, a 15-pound baby is thrown a force equal to 300 pounds.

+Seat belts are not designed for small children and infants. The hip structure of a youngster can cause the belt to slide up and injury could occur.

+No car bed or household infant carrier presently on the market is designed to protect a baby in an automobile accident.

+Approved child restraint devices all bear a federal label. You can see several of these approved devices this weekend on display at the Mall.

+Many parents think nothing of adding such luxury items to their cars as stereos, tape decks, air conditioning, CB radios, even telephones. Regrettably, far too many seem unwilling to spend anywhere from \$30 to \$50 for a federally approved child restraint device (CRD) — a car seat — that could save the life of their child.



INFANT CARRIER — These are designed to face rearward. The infant, who should be under 20 pounds, is semi-reclined, and is secured in the carrier with a harness, and the carrier is secured to the car with a lap belt. Do not confuse sturdy child restraint carriers with flimsy household feeder stands or shopping carriers.



HARNES — The harness consists of shoulder, lap and crotch straps and an anchorage strap. The anchorage straps requires installation and must be bolted to the car. The harness should be used in center seat positions.



SHIELD — This C shaped shield is designed to catch the child's body in a crash, cushioning and distributing the weight over a large area. It requires no harness and is secured to the car with a lap belt. Children using this should be over 20 pounds and be able to sit up without support.



CAR SEAT — The traditional car seat for children over 20 pounds who can sit up by themselves, is a harness consisting of two shoulder straps, lap belt, and crotch strap. The seat is secured to the car with the vehicle's lap belt. Some car seats are combined with a shield. When a top tether anchorage strap is present, it must be used.

EXHIBIT B-7
MERCHANTS' ASSOCIATIONS

Union City Mess.
August 28, 1979



FOR YOUR SAFETY — Don Rogers (left) of Don and Jim's Apparel and Lt. Jerry Simmons of the safety education division of the highway

patrol examine one of the child restraint seats which troopers will be loaning motorists who don't have them. Rogers, a former trooper,

made a donation to the THP to defray costs of providing each county trooper with the seats.

To Enforce Child Restraint Law, Officers To 'Lend' Baby Seats

Parents of small children who do not install child restraint seats in their autos are in violation of Tennessee state law and, beginning Sept. 15, troopers will be 'reminding' them in a way they are not likely to forget.

According to Lt. Jerry Simmons of the safety education division of the highway patrol in Memphis, on that date troopers across the state will be enforcing the child restraint law which mandates that children 4 and under must have some type of restraint in the car.

However, if motorists are stopped by a trooper they might be surprised to discover they will not be issued a ticket — but a seat.

"We hope to have voluntary cooperation of the public so we will not be issuing tickets to enforce this,"

Simmons said. "We would hope they would be as concerned for their child's safety as we are and purchase a seat. However, we will require that they purchase one within a specified amount of time."

To further ensure the child's safety, each trooper will be equipped with a seat and will loan it to the motorist right on the spot until he purchases one.

"We will be loaning them out to motorists until they purchase one of their own," he said. "These seats cost about \$20 and they are being distributed now at one per trooper. Right now we are going to the judges in each district and explaining to them how we will be enforcing this law and what the trooper will recommend at the hearing."

Once a motorist is warned by the

trooper, he must come to court and bring back the loaned seat to be cleared of any charges with respect to the restraint law, according to Simmons.

To make sure Obion County troopers have an ample supply of extra seats to lend to the motorists, Don Rogers, owner of Don and Jim's Apparel on Reelfoot Ave., has made a donation to the state THP.

Rogers, himself, was a trooper for 11 years, working in the communications office in Memphis up until 1977. Upon hearing of the donation, Simmons said, "Don has always been interested in child safety and the highway patrol is thankful to him for supporting the program and donating the money to defray costs of implementing the program in Obion County."

EXHIBIT B-7 (continued)

Waynesbor Nws.
May 15, 1980



Loaner Program For Infant Car Seats

A Loaner Program has been set up for persons in the low income bracket, not able to purchase the Infant Car Seats in conjunction with the Child Restraint Law. Persons wishing to make application for one of the seats may contact Sgt. Richard Lineberry of the Tennessee Highway Patrol, who will have the forms. The application forms must be sent to the Captain of the Department in the Seventh District. If applications are O.K.'d the seats may be loaned for 90 days, until they can purchase one of their own. The three local banks, Wayne County Bank, The Peoples Bank and The Bank of Waynesboro, have purchased 6 seats. Trooper Joe Marston, Sgt. Lineberry, Dale Askins, representing The Bank Of Waynesboro, Martin L. Haggard, representing Wayne County Bank, Autry Gobble representing Peoples Bank, Trooper Jim Powers, and Trooper David Edwards.

—Photo Courtesy of Garry Barnett Photography

Shelby's Times-Gazette
November 8, 1979



Donate Safety Chairs

T-G Photo by David Oates

Midstate Oils Inc. owner John Keith Jackson, left, and C.F. Canter Oils owner Charles Canter, right, show one of the ten child restraint seats they have purchased for the Tennessee Highway Patrol to Trooper Randy Pierce.

Local Businessmen Donate 10 Child Restraint Seats

By DAVID OATES

TIMES-GAZETTE Staff Writer

The donation Wednesday of 10 child restraint

seats by two local businessmen to the area Highway Patrol is the first received by the patrol in its drive to add to its stock of seats.

State Troopers now loan a seat to drivers ticketed for lacking such a device for children under four, but the supply has been limited.

Trooper J.C. Inman, safety officer for the patrol, said they have solicited help from businessmen in the area, and the gift from Charles Canter and John Keith Jackson is the first.

The 10 seats given by the Gulf and Mobil distributors will be used by parents until their court date for the restraint law ticket, and the charges will be dropped if the accused can show a receipt for purchase of a new seat or prove they have been given one.

Trooper Inman remarked on the "babe in arms" proviso to the child restraint law — "People don't understand that when they are just holding a child they are using it as a safety cushion if they have a wreck.

"One woman in Perry County was carrying her child in her arms in her pickup, and the child was crushed on the dashboard when they wrecked. The woman was unhurt

because her child was killed.

"The best example of how much difference these seats make," he said, "was the case where a lady got out of her car to get the mail and the car with her child in it rolled down a 190 foot bluff.

"The baby was in a restraint seat—and was totally unharmed. Think what would have happened if it hadn't been in the seat."

The seats are only issued to Tennesseans. They are numbered and marked with T.H.P. to identify them as patrol property. When the seats come in, they are inspected for damage and cleaned before being reissued.

Trooper Inman is sure they can save many infants' lives.

At C & L Ford

Child Restraint Devices Free

Basically, the law calls for children under 4 to be either restrained by a Federally-approved child restraint device or held by an older person when riding in a car on Tennessee roads and highways.

According to the Tennessee Department of Safety, an average of 22 children under 4 are killed each year in automobile accidents in Tennessee, and 1,100 others sustain serious injury being thrown into

restrained in all cases. "A 30-mile-per-hour crash, headon, exposes an unrestrained infant to roughly the same forces as a fall from a three-story building," says Christy Hughes, coordinator of the Tennessee Child Passenger

Federal agencies now list 19 infant and child restraint devices on the market that are crash tested and "safe," they range in cost from \$12 to \$50. Most department stores carry Federally approved devices; you can

There are four basic types of child restraint devices (CRDs):

ant fills you car. Many seats require a rear-anchor strap. Be sure you select has what you can and will meet in your car.

children are held in an adult seat belt. Once the adult seat belt as the seat's well as the seat's harness to restrain

The least expensive of the harness systems in conjunction with the at-belt system, requires a top anchor and should be used

Car seat belts, Miss Hughes adds, are not designed for use by small children and infants. "The hip structure of kids cause the belts to slide up," she

"Children who use the shield should be able to sit without support."

Misuse of CRDs scares Miss Hughes and others involved with injured

"Consumer Reports," a Consumers Union magazine, has gone to great lengths in the testing and evaluation of child restraint devices. "We consider a properly designed restraint important enough to have tested these products four times the past five years," the magazine reported in its June 1977 issue, the last time it crash-tested CRDs.

“Although protection was our major consideration in rating restraints, we also checked to see how easy each model is to use, seating comfort, the ability of the child to see out of the car, ease of cleaning the device and clarity of instructions,” the crash

Use CRD's - It's The Law

EXHIBIT B-8

COMMUNITY SERVICE CLUBS

Lewisburg Tribune
November 29, 1979

Lions Donate Car Carriers To THP

98
The Lewisburg Lions Club has donated infant car carriers to be used by members of the Tennessee Highway Patrol in enforcing the law requiring the use of the devices.

Sergeants Ron Bailey and Odell Wiles said that although the law requires that all children under the age of three years old be restrained in a government approved carrier, enforcement of the ruling is to be intensified.

The procedure will be for a ticket to be issued to offenders and the carriers will be loaned to them for a two week period. At the end of that time the offenders must appear in court and return the carrier. If, during that period, an approved carrier has been bought, charges will be dropped.

According to Dr. Robert S. Sanders, chairman of the Accident Prevention Committee of the Tennessee Chapter, American Academy of Pediatrics, child restraint systems have been shown to reduce the chances of death by over 90 percent and serious injuries by almost 80 percent.

Dr. Sanders said that in 1977 Tennessee was the first state to enact legislation of this type. He



Lions Bill Horner and Hardin Brown are seen here with the child-restraint devices which their club recently presented to the Tennessee Highway Patrol. Accepting are THP Sergeants Ron Bailey and Odell Wiles.

added that this Tennessee safety accomplishment should demonstrate to the nation that such legislation is not only possible but is also the only practical immunization method to pro-

tect the great majority of young children from this current highway epidemic.

The Tennessee Highway Patrol commended the Lions Club for this valuable public service. Indi-

viduals as well as civic organizations may add to the number of carriers and the Internal Revenue Service, the donations are tax deductible.



Infant car seat donated

Times-News Photo — Earl Carter

In an effort to promote the use of child restraint seats, Kingsport Junior Women's Club representatives Mrs. Sharon Boles, Public Affairs Dept. chairman, and Mrs. June Reed, president, recently donated an infant seat and a child seat from Looney's Chevrolet-Cadillac to Lt. J.N. Buckles of the Tennessee Highway Patrol. Parents unable to afford an automobile restraint device for their child may contact the THP and arrange to borrow these seats. Active in various community service projects, the Junior Women's Club advocated enforcement of Tennessee's Child Restraint Law.



FOR CHILD SAFETY — Lt. Harold C. Allen, third from left, Highway Patrol safety education officer, accepts donations of child-restraint seats that will be "loaned" to drivers here who run afoul of the 1978 child restraint law that requires parents and guardians to secure their children under four when driving. Making the donations to the THP's

child-restraint device program are, from left, Betty Brady, projects chairman for the Pilot Club of Cookeville; Jim Newby, manager of the Sears store here; and Major-ret. Vernie Tosh, representing the American Legion and Auxiliary Post 46. Also contributing to the Legion's donation was Mrs. Ruby Tosh, a member of the Auxiliary's community service committee. (H-C Photo by Kyle Johnson)

For Kids In Cars

THP Encouraging Seat Use

By KYLE JOHNSON
HERALD-CITIZEN Staff

"Our one and only goal is to save a child's life," said Lt. Harold C. Allen, the Highway Patrol Safety Education Officer in the Cookeville THP office.

Lt. Allen was talking about a continuing child-restraint device program that the Highway Patrol implemented last year to help educate parents about the need for the life-saving seats in their cars.

As a part of that program, the Patrol carries "loaner" seats that are offered to any resident of the state who is cited for failure to comply with the 1978 Tennessee law that makes the safety of

each child under four years of age the responsibility of his parents or legal guardian.

"It's a mass education instead of a mass enforcement," Lt. Allen said of the program, explaining that any trooper who stops a car and issues a citation for not properly restraining a child will also fully explain the offense, will offer information about proper child restraint and will offer to loan the child's parent or guardian a child-restraint seat until he or she comes before the court on the citation.

Each trooper carries at least one restraint seat in his cruiser for this purpose. Some 750 restraints were

issued to Highway Patrol headquarters across the state, according to Lt. Allen, so that each trooper would have one on hand when needed.

But that supply of restraints can quickly run out, said Allen, so the Patrol has recently instituted a child-restraint donor program to secure more of the devices.

Under this program, any business, club or individual can donate restraints to the THP to be used by troopers in the community in which they are donated.

The donors are helping the community by adding to the number of restraints the Patrol has on hand for the loaner program, and they may even be helping to save the life of a young child who has been riding unprotected in his parent's or guardian's car.

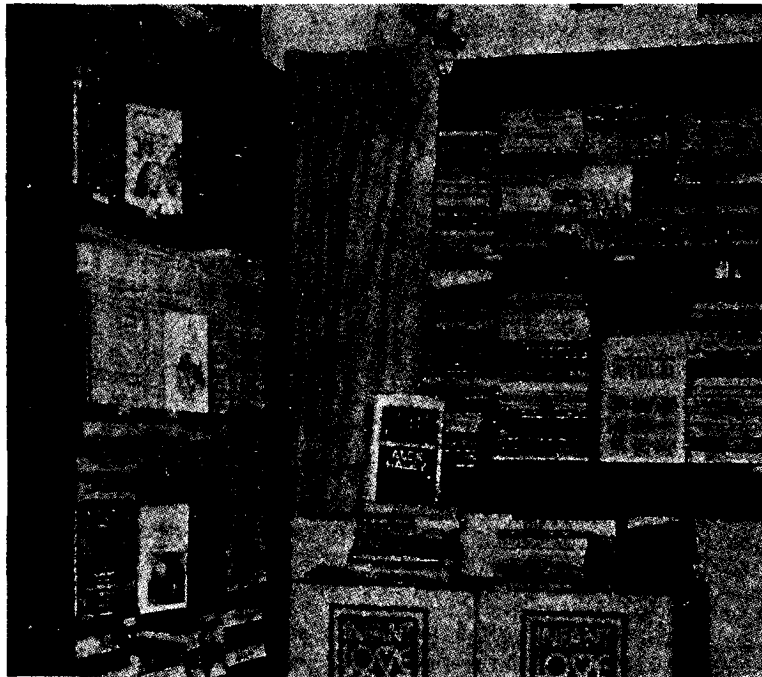
"This program makes us smile," said Lt. Allen, "because it's better to find that seat in a wreck with the child unharmed than to find him injured or dead in an accident because a restraint wasn't available."

The loaner program also encourages people to purchase their own restraint device, Lt. Allen said, because the trooper who issues a ticket will recommend that the misdemeanor charge be dropped if the offender returns the loaner seat and shows proof of purchase of his own restraint device when he appears in court.

The goals of the THP's child restraint device program, according to a Department of Safety guideline, is to "direct public attention" to the state law that requires children to be restrained in a vehicle and to reduce "the incidents of children injured and killed in automobile accidents in Tennessee."

EXHIBIT B-8 (continued)

Maryville Times
April 23, 1980



Books sold for baby seats

Mrs. Ralph Keller is currently selling used books to raise funds to help buy safety approved infant seats for those who cannot afford them. Donations of books or infant seats may be made by calling 982-8299.

Mrs. Keller has a collection of more than 800 books for sale or trade from 9 a.m. to 3 p.m., Tuesday through Saturday at her

home, 462 E. Lincoln Road, Alcoa.

Those donating infant seats include Mrs. Douglas Fish, Murphy Olds Datsun and Twin City Motors. Giant Food Market, Mrs. Fred McTeer, Mrs. Mary Tipton, Ms. Kathy Jones, Ms. Amy Tipton, Mrs. Giles Myers, and Ms. Sue Sands have donated books.

Times Staff Photo - Crane

EXHIBIT B-8 (continued)

Shelbyville Times-Gazette
March 28, 1983



T-G Photo by Kay Rose

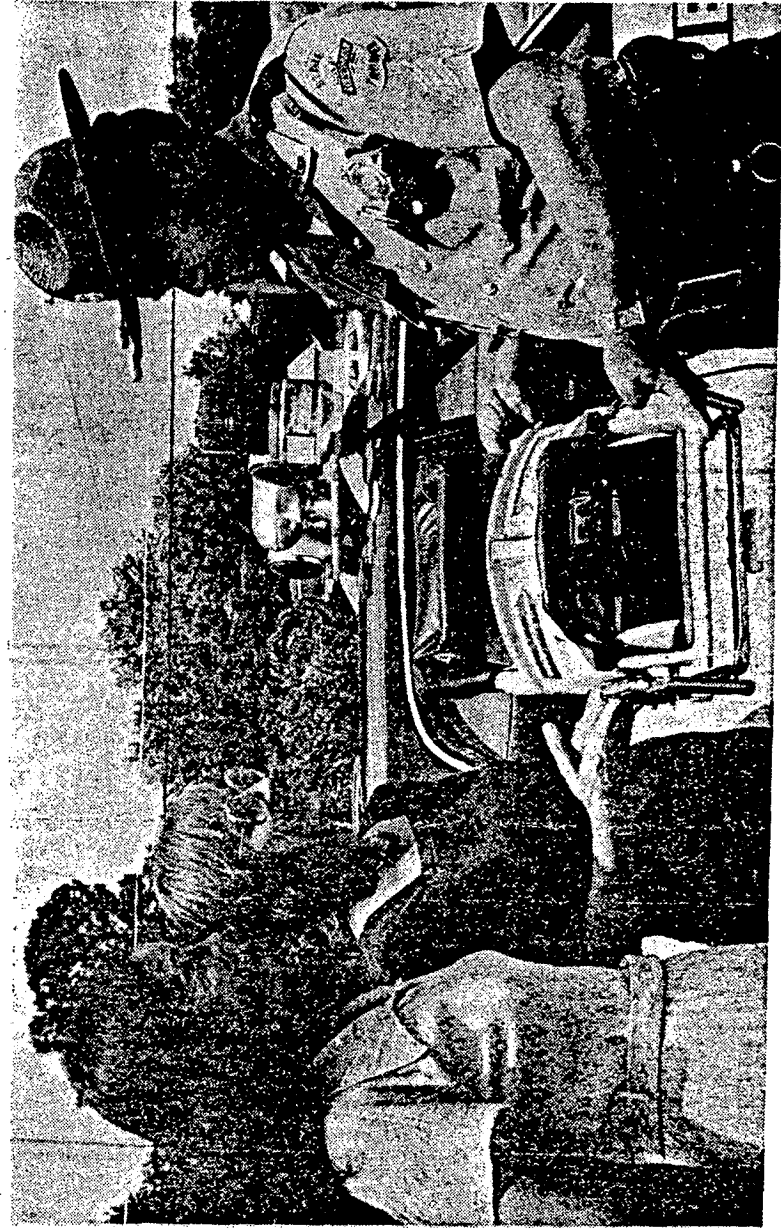
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Present Child's Seat

Vicky Melton and Mabel Burton represent the Shelbyville B&PW in presenting a children's car seat to Tennessee State Trooper J.C. Inman. The seat will be used in a lending program used by the troopers in a lending program for those people unable to buy

a seat. Statistics show that proper use of child restraint devices (CRD's) can reduce child deaths and according to Lt. Inman, approximately 75 lives have been saved in Tennessee as a result of the law which went into effect in September 1979.

Clarksville Lf. Cron.
May 26, 1980



Club Presents Child Restraint

Sgt. Norman Lewis of the Tennessee Highway Patrol accepts a new child restraint seat from Cindy Thoman, left, Newcomers Club outgoing-president, and Elsie Bailey, finance chairman. The child's car seat, which will be loaned by the THP to families that cannot afford one, is one of the projects of the club. Other projects this year include the Meals on Wheels program and Senior

EXHIBIT B-9
FAIR EXHIBITS

Pulaski Free Press
September 5, 1979

Pulaski Free Press
August 22, 1979

Child safety booth at fair

The Giles County Children and Family Council are operating a booth at the county fair this week to acquaint the public with the services offered by the different agencies and organizations at the local and state levels.

Special emphasis in the display is on the new Child Restraint Law and there will be approved car seats for children given away on the last night of the fair.



The Giles County Family and Children's Council reports good response to its first project—a booth at the county fair reminding the public of the Child Restraint Law which will be enforced this September. Over 200 persons registered for the five car carriers which were given away Saturday evening. Donated by Sharp Motor Co., Wal-Mart, TG&Y, Ronnie Miles Used Cars, and Johnson Motor Co., they were won by Millie Goode, Sharon Frost, Gracie Meier, Mary Tate, and Donna George. Among those on duty at the booth during the week was Sharon Felts, above.

—Photo by Kent Kressenberg

EXHIBIT B-9 (continued)



CHILD SAFETY DEMONSTRATION AT NORTHGATE—Chattanooga Police Lt. Bernard Gloster, left, and Highway Patrol Lt. John Collins, right, are conducting a demonstration on the use and benefits of automobile child restraint devices at a display in front of Penney's in the Northgate Mall today and Saturday.

Three-year-old Ryan Ratliff of Chattanooga is shown trying out one of the demonstration restrainer seats, while his mother, Mrs. Myra Ratliff, and sister Traci, 4, look on.

Automobile accidents have been ruled the number one killer of small children, and child restraint devices are required by law in Tennessee for children under the age of 4. (Staff photo by Alan Vandergriff)

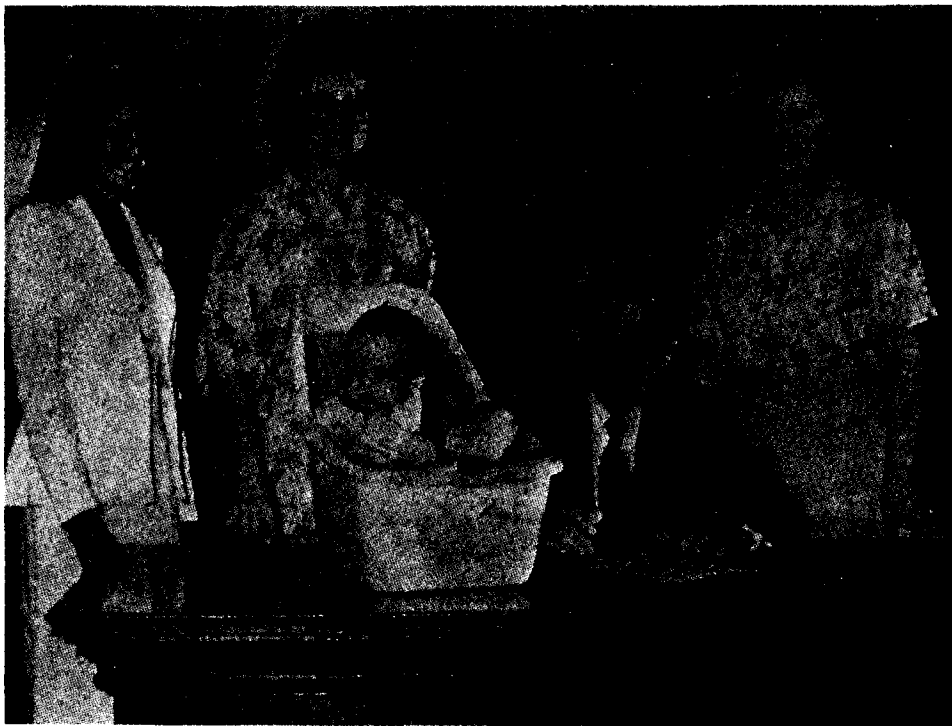
EXHIBIT B-9 (continued)

At Family Day Exposition



Highway Patrol Trooper Danny Wright (left), Sgt. J. W. Cisson, and Annakusa members Mary Rhea and Sharon Johnson discuss child restrainers at the Family Exposition, held at the Kingston Community Center. The Exposition offered information to area residents about local services and agencies. (Staff photo by Bill Hall.)

EXHIBIT B-9 (continued)



CHILD RESTRAINT WEEK DECLARED — Maury County Judge Taylor Rayburn, seated, signs a proclamation declaring June 24-30 Child Restraint Week in Maury County. Shown with the judge are, from left, Sheri Harvey, program analyst for the Governor's Office of Highway Safety; Debbie Hillin, highway safety program director, South Central Tennessee Development District; six-month old Jennifer Taylor Rayburn, demonstrating a modern child restraint system; and Marsha Kirk, child development Coordinator. Displays for the week are now open for viewing at the Main, Mt. Pleasant and Spring Hill branches of First Farmers and Merchants Bank; Commerce Union Bank; the main branch of Middle Tennessee Bank; the Maury County Department of Human Services; and Maury County Department of Public Health. (Herald Photo by Melinda Hughey)

Child Passenger Safety Week Proclaimed in Jackson County

In celebration of the International Year of the Child, the week of January 21st has been proclaimed as "Child Passenger Safety" week in Jackson County.

Many local individuals and businesses have donated money to the Jackson County Child Development Council to purchase infant and toddler car seats. These car seats have been placed in the Jackson County Health Dept. They are available on loan for three months to the parents of Jackson County.

We are also interested in used car seats if anyone has one they would like to donate. For more information call 28-4218.

The car seats will be labeled courtesy of the following people who made contributions to the Jackson County Child Development Council to

purchase infants and toddlers car seats to be placed in the Jackson County Health Department for the loaner program. They are:

+Staff of Jackson County Health Department, Lake Front Market, Anderson and Haile Drug Store, +Jackson County Bank, +Dr. Dillard Dycus, D.D.S., +Citizens Bank, Sidney Williford, Attorney-at-Law, Mary's Clothing, Jackson County Farmer's Co-op, Christine's Beauty Shoppe, +Dycus C-Bee Market, +Sharon and Forkum Drug Store, Emporium, Brown Meadows Furniture Company, +Bobby Hunter Builders Supply (H and H Lumber Company), +Jim Morris Chevrolet, +Mr. and Mrs. Kenneth Goolsby, Gainesboro Furniture Co., Mr. and Mrs. Jerry Denson, City Cafe, Mr. and Mrs. Bobby Jones, Jones Variety.

(+Donated \$40 - enough to purchase one seat individually.)

We salute these businesses and individuals for their care and concern for the safety of the children in Jackson County.

If there are others in the county who would like to participate or contribute to this program, please contact a member of the Jackson County Child Development Council.

Recycle Car Seats - Anyone interested in donating a used infant or toddler's car seat, please call the Jackson County Health Dept. or contact a member of the Jackson County Child Development Council. Let's work together to protect the children of our county!



CHILD RESTRAINT DEMONSTRATED ... Beth Williford, age 2, daughter of Mr. and Mrs. Sidney Williford of Gainesboro sits strapped in a child restraint seat inside Trooper Harold Walton of Gainesboro patrol car demonstrating the importance and necessity of child restraints in the vehicle for infants and toddlers. The week of January 21, 1980 has been proclaimed Child Passenger Safety Week in observance of this law in Jackson County.

APPENDIX C

ACTIVITIES

EXHIBIT C-1

MEMPHIS LOANER PROGRAM

Low Income Families Offered Auto Infant Seats for Rent

Low income families in Memphis and Shelby County will soon be able to rent an auto infant seat under a new two-year safety program, said Dr. John Philpot, director of child passenger safety program at the University of Tennessee Transportation Center in Knoxville.

A law mandating that children 4 years and younger be secured in a child restraint device while riding in vehicles on public streets in the state became effective Jan. 1.

The Shelby County Health Department, picked by the UT safety program as the agency to handle the program locally, has been given about 40 infant seats for the loan program, Philpot said today during a press conference at the Health Department.

Mrs. Brenda Kilgore, in charge of the program for the health department, said low income parents can rent the infant seats for \$3 for nine months. She said the seats will be delivered through prenatal classes in county health department clinics. She said the injury control staff will deliver and pick up the seats. She said that

when children reach 22 pounds, they no longer qualify for the program.

The university has similar programs in Chattanooga and Nashville.

To qualify, she said, parents must be low to moderate income and must have a new-born child or expecting an infant. She said the program is designed to provide infant seats to families that cannot afford them.



LOVEJOY RECEIVES APPRECIATION PLAQUE

Shelby County Health Department Director Dr. George Lovejoy was presented a plaque for the Health Department's work in promoting a child restraint rental program for poor families. Presenting the plaque is Dr. John Philpot, director of the child safety program at The University of Tennessee Center for the Health Sciences. Watching is County Mayor Bill Morris, seated right, and Allen Boon, representing City Mayor Wyeth Chandler's office.

Car Seats For Babies To Be Loaned

Automobile infant seats will be loaned to low-income families by the Health Department under a program announced yesterday.

A law that went into effect this year requires that every child under four years of age be restrained while riding in an automobile either by "properly using a child safety restraint system meeting federal motor vehicle safety standards or assuring that such child is held in the arms of an older person riding as a passenger in the motor vehicle."

County Mayor Bill Morris and Allen Boone, who represented Mayor Wyeth Chandler, expressed concern over the number of children killed or injured each year in automobile accidents and pledged local government support for the safety program.

The program, the first of its kind in the state, provides 300 infant restraint devices for use in Memphis and Shelby County to help persons unable to afford a device to obtain one on a loan basis.

The seats, which were made available to the Health Department through a federal grant, will be presented to women in prenatal classes at the Health Department. The seats can be used until a child is nine months old or weighs 20 pounds, at which time the seats will be returned to the department for redistribution.

Judy Sossaman, information officer for the department, said the seats were being distributed through the classes because "we wanted to reach mothers who were interested enough to attend the classes and, therefore, showed that kind of concern about their children but probably would not be able to afford a seat."

"This way, when they go home from the hospital, the baby can go in a restraining device." She said the seats cost \$20 to \$40 and can be purchased in any store where children's products are sold.

Department spokesmen said they hope the program will condition parents to use the seats and encourage them to buy restraining devices when the children outgrow the loaner seats. The program also

will be studied for possible use in other communities.

Capt. J. T. Stone of the Sheriff's Department said officers have been issuing citations when persons are caught with a child not being restrained in an automobile. However, he said, judges have been lenient in levying fines.

"People have been issued citations but it appears the judges are being a bit lenient in doing fines. What we need is to get it (the law) publicized and make people aware that it is against the law," Stone said he had met with the General Sessions judges recently to discuss the law.

The minimum fine for such a citation is \$2 with a maximum fine set at \$10. However, with the court and administrative costs included, an official noted, the actual costs could equal the price of a restraining device.

"I suggest that the judges require parents to buy one of the devices instead of fining them," said Dr. John Philpot, project director of Tennessee's Child Passenger Safety Program.

11-7-78

EXHIBIT C-2

CHATTANOOGA LOANER PROGRAM

CHATTANOOGA NEWS-FREE PRESS, SUNDAY, JULY 15, 1978

WOMEN'S NEWS

Car Seats -- Safer Than A Mother's Arms

By PATTI BENTON
STEPHENSON

This is a story of two families — the Salmans and the Gattmans. Both have had the joys that come with raising healthy, loving little girls.

But today, Cindy and Randy Salma have only memories of their two daughters, six-year-old Ondrea and two-year-old Rachelle. They were killed when the car they were riding in with their parents was struck by another automobile and their small, unrestrained bodies were tossed, like sacks of potatoes, into the grinding glass and metal.

Six months later, Cindy Salma still has nightmares. The Gattmans' story began on August 23 last year. Karen Gattman had just put their six-month-old daughter, Kelly, into the family car and then jumped out again to shut the garage door. Then suddenly, as she watched with horror, the car began rolling down the driveway. It tumbled down a 25-foot embankment, rolling over twice, before skidding to rest on its top.

Yet the Gattmans' story has a happy ending. Just seconds before the accident, Kelly had been safely strapped into a child restraint seat. She escaped with only minor injuries. Ondrea and Rachelle weren't so lucky.

Each year, an average of 25 children like the Salma sisters die in auto crashes in Tennessee. Over 1,000 more are seriously injured. Nationwide, in the past 10 years, coroners have signed death certificates for more than 10,000 children under the age of five who died in car accidents. In fact, this "highway epidemic" is the number one killer of children more than one month old — claiming more victims than all the childhood diseases combined.

The tragic irony is that if proper car seats were used to cushion children during a crash, 90 percent of those deaths and 70 percent of the injuries would not happen.

It's statistics like these that made Dr. Robert Sanders, director of the Buchanan County Health Department in Murfreesboro, set out to move mountains. The small-town pediatrician marshaled the medical community of Tennessee and took the case for child restraint devices to the state legislature in Nashville.

As a result, Tennessee became the first, and so far the only state to pass a law requiring parents to buckle their babies and children under four into car seats. Since it took effect January 1, 1978, the new law has drawn Tennessee into the national limelight and has made somewhat of a star of the name-carrying Dr. Sanders.

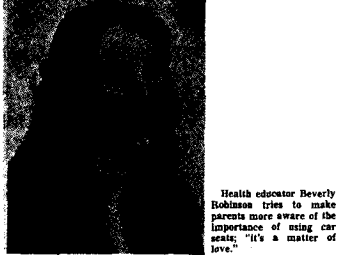
Stories have run in the *New York Times*, *Reader's Digest*, *Redbook*, *McCall's* and Dr. Sanders appeared with David Hartman on "Good Morning America" last November 15.

Back home in Tennessee, there's been a massive campaign to encourage parents to strap their youngsters into car seats — radio jingles, billboards, pamphlets to pediatricians' offices. From a 9.4 percent usage rate before the law took effect, the numbers have risen to 17.4 percent for June, 1978 — an 85 percent increase.

News like that thrills Dr. Sanders and other people across the state who have worked so hard to stop the highway slaughter. But what haunts them is the staggering 85.6 percent who still fail to buckle up. That's the number of children who stand on the seat beside them or lay their babies on the front seat on the way to the grocery store or the bank.

Mike Ellis, who is Gov. Lamar Alexander's liaison for the Tennessee Highway Safety Office, feels that the jingles and the billboards aren't enough anymore. "We've already reached the segment of our population that's more health-conscious and who are going to buckle up their babies anyway," he says. "What we're aiming for now is the general population and the lower-income families — the same folks who don't use seat belts for themselves."

Beverly Robinson, perhaps, has heard all the reasons why people don't use child restraint devices. As a health educator with the Chattanooga-Hamilton County Health Department, one of her big projects that got



Health educator Beverly Robinson tries to make parents more aware of the importance of using car seats. "It's a matter of love."



Geneva (Mrs. Ron) Mitchell is one of the new mothers who's participating in the Hamilton County Health Department's loaner program. Here she fastens her week-old son, Thomas Anthony, into his padded infant seat.

underway in April is a lending program that puts car seats into the hands of families who might otherwise never use one.

One argument the pro-law people hear is that the seats are expensive — around \$20 to \$40. Another is that the seats are awkward and inconvenient. "That kids scream bloody murder when you try to strap one in," Dr. Sanders counters. "If a low-income family can afford to own and operate a car, they can afford to protect their child in a \$25 seat, especially if you compare that to the cost of an emergency room visit or a funeral."

He also argues staunchly against the "individual liberties" of parents who resent the government's control of how they operate private vehicles. "Most parents wouldn't think of not getting their children immunized against childhood diseases," he says. "As far as rights go, children have rights, too. They have the right to be protected."

Beverly Robinson notes that when mothers take new babies home from the hospital in an infant carrier seat, "the children get used to it and don't mind when you strap them in. In fact, the ones who give up with them are very insecure without the seats."

That's the whole idea behind the lending program Beverly's overseeing. Thanks to a grant from the UT Transportation Center for the health department was able to buy 150 of General Motors' "Love Seats" and has distributed about 40 so far to new mothers on Roanoke's service wards. The mothers are divided into three groups, Beverly explains. "The first group receives information about how child restraint devices work and we encourage them to buy one of their own. The second group is offered the chance to rent one of the seats for just \$3. And the third group receives a seat rent-free."

From the careful records she's keeping, Beverly hopes to find out how much the parents actually use the car seats, once they're on their

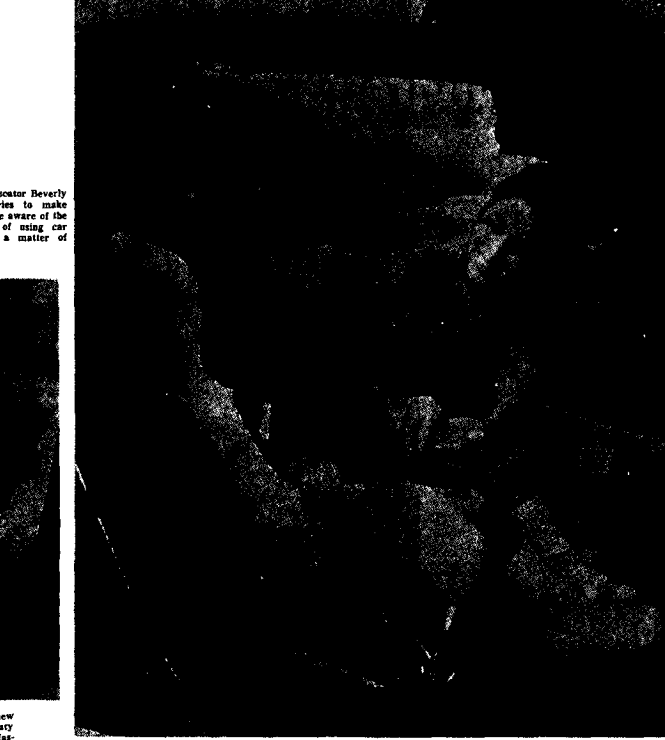
own with the new baby. Seeing the lending program in action while making rounds one day, Dr. John Nettterville, a pediatric resident at Children's Hospital, wondered if something more could be done. "Enforcing the new restraint law was one of the big issues with me in the first police commissioner's election," he explains. "I decided to meet with Walter Smart and Mike Ellis agreed to come down from Nashville so we could talk over what could be done about enforcing it."

From the talk has come plenty of action. As a way to both enforce the law and educate adults about the need for protecting their child passengers, Commissioner Smart's office is applying for a federal highway safety grant to purchase child restraint devices for the police officers to lend to any citizens that cited for breaking the law. "We'll keep these seats in the patrol cars," explains the commissioner, "and then the parent will return it when he or she appears in court."

Also on the drawing board are plans for in-service training sessions for the officers, who, according to Mike Ellis, "are the real friends of these young children need on their little side. That is the type of thing they don't really want to be involved in — finding mothers. But children have the right to be protected from the ignorance of their parents."

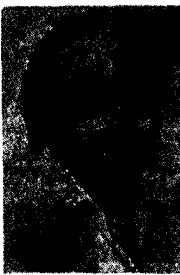
Elated as they are by the progress that's being made, the advocates of the child restraint seats feel the battle isn't over. Dr. Sanders speaks for them. "Before the law was passed, an attendant was added that some call the 'babies in arms' amendment. I call it the 'child crusher' amendment."

It seems that one of the opponents of the law protested that the happiest day in his daughter's life was the day she brought her new baby home from the hospital in her arms. As a result, the law exempts those who carry their child passengers in their arms — a deadly in-joke as far as Dr. Sanders is concerned. "It's because he knows that

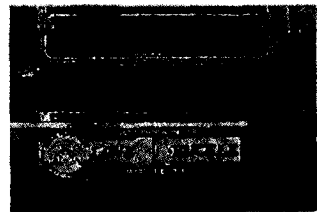


Leslie (Mrs. Steve) Staggs straps her 21-month-old son, Will, securely into his car seat before they leave the house — even for a quick trip to the grocery store. (Staff photo by Bob Nichols)

Staff photos by
John Raulston

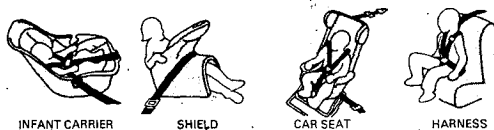


Dr. John Nettterville has been working with city police and state safety officials to see that the child restraint law is enforced on Chattanooga streets.



This bumper sticker's message is clear. It's estimated that 80 percent of the children who die in car crashes could be saved if adults would take it to heart.

CHILD RESTRAINT DEVICES — THE FOUR BASIC TYPES



INFANT CARRIER
Infant car carriers are designed to face rearward. The baby, semi-reclined, is secured in the carrier with a harness, and the carrier is secured to the vehicle with a lap belt. The infant carrier is designed to be used with children under 20 pounds. Flimsy household feeder stands or shopping carriers will not do.

SHIELD
The shield is a "C" shaped device that is designed to catch the child's body in a crash, cushioning and distributing the weight over a large area. The shield requires no harness and is secured to the vehicle with a lap belt. Children using a shield should weigh over 20 pounds and be able to sit up without support.

CAR SEAT
The traditional car seat, which is intended for use by children over 20 pounds who are able to sit without support, has a harness system consisting of two shoulder straps, lap belt and a crotch strap. The seat is then secured to the vehicle with the vehicle lap belt. This belt is either threaded through the back of the seat where it can remain permanently secured or around the front where it must be disengaged each time the child is removed. Some traditional car seats also incorporate the use of the shield. Some car seats require a top tether anchorage strap. When an anchorage strap is present, it must be used, or the safety of the device is greatly reduced.

HARNES
The harness consists of shoulder, lap and crotch straps and an anchorage strap. This anchorage strap, which must be installed, must be belted to the car. The harness should be used only in center seat positions.

(Information courtesy of "Protecting the Child Passenger" published by the Child Passenger Safety Program of the University of Tennessee Transportation Center.)

EXHIBIT C-3
POLICE PACKET

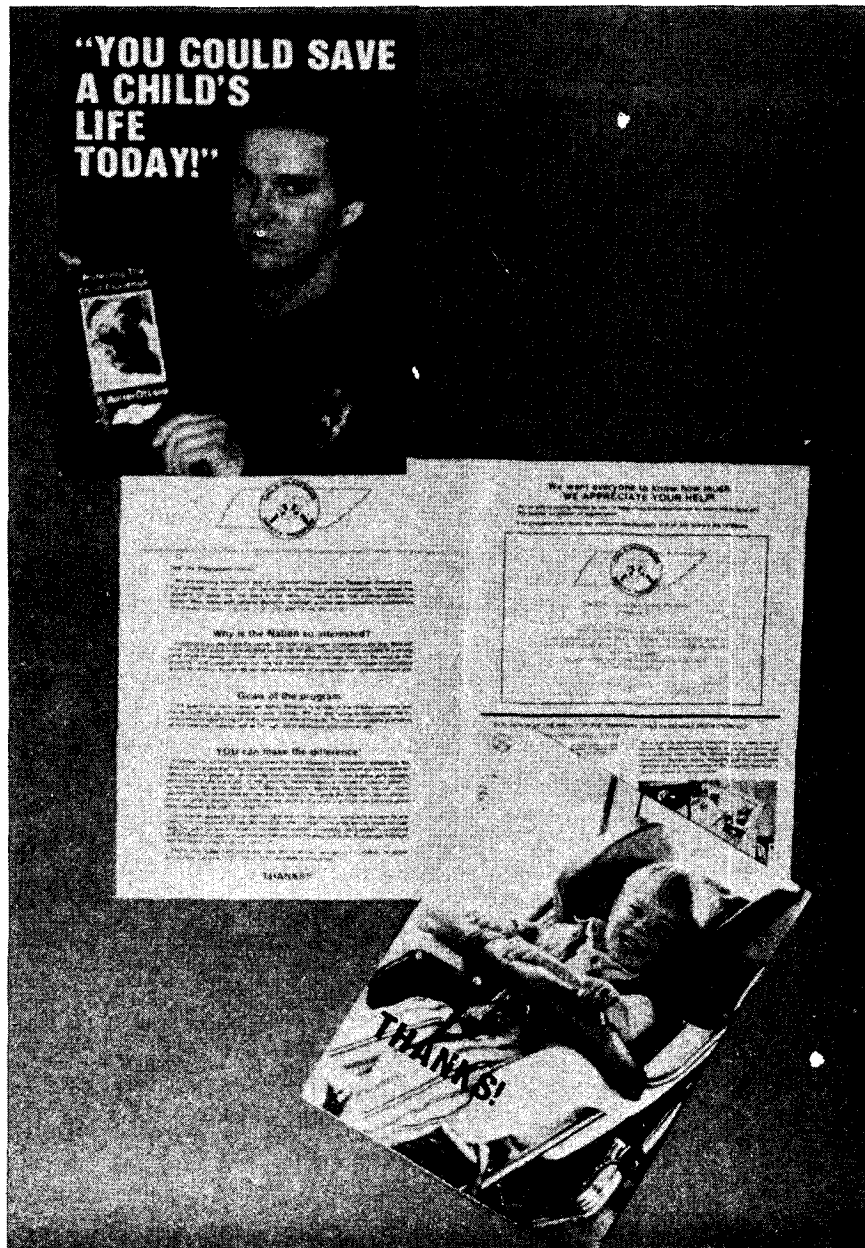


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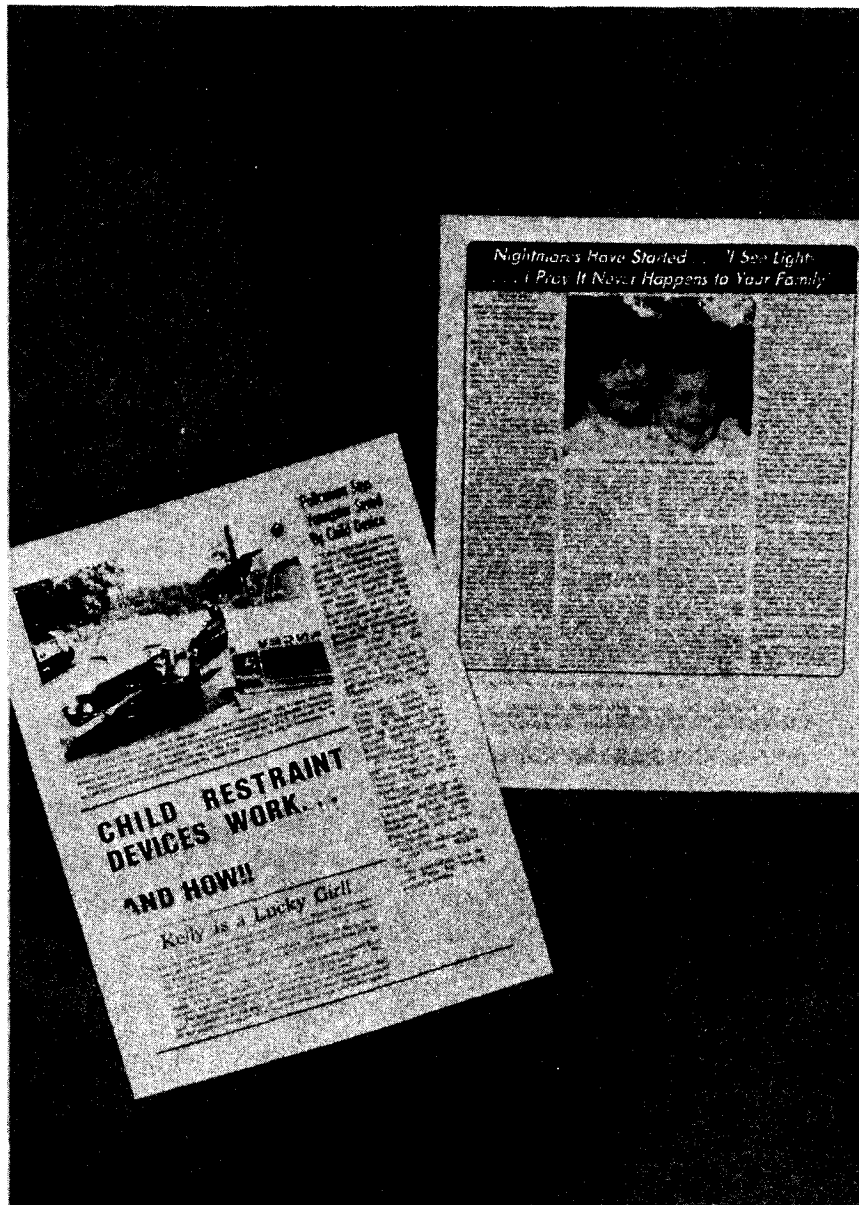


EXHIBIT C-3 (continued)



EXHIBIT C-4
ENFORCEMENT BROCHURE

THERE IS WHAT A PROPERLY USED CHILD RESTRAINT DEVICE COULD MEAN TO YOUR FAMILY.

It's common sense. When you're on the road, you want to make sure your child is properly restrained. The only way to make sure is to use a child restraint device that meets the Federal Motor Vehicle Safety Standards. And, to make sure it's used properly, you need to read the instructions carefully.

CHATTANOOGA

There are many ways to properly use a child restraint device. The first step is to make sure you have the right device for your child's age, weight, and height. Then, you need to make sure it's installed properly in your vehicle. And, finally, you need to make sure your child is properly buckled in.

GALLATIN

When you're on the road, you want to make sure your child is properly restrained. The only way to make sure is to use a child restraint device that meets the Federal Motor Vehicle Safety Standards. And, to make sure it's used properly, you need to read the instructions carefully.

KNOXVILLE

When you're on the road, you want to make sure your child is properly restrained. The only way to make sure is to use a child restraint device that meets the Federal Motor Vehicle Safety Standards. And, to make sure it's used properly, you need to read the instructions carefully.

A Matter Of Love

HELP US PROTECT TENNESSEE'S CHILD PASSENGERS!

IF YOU HAVE A QUERY ABOUT YOUR BELIEVEDLY PROPERLY USED CHILD RESTRAINT DEVICE, PLEASE CALL THE:

AUTO SAFETY HOTLINE
1-800-424-9393

CALL THIS NUMBER FREE TO:
• GET MORE INFORMATION.
• REPORT PROBLEMS.
• REPORT MISFEASITORIES.
• LIKE THINK YOU JUST READ.

IT COULD SAVE A CHILD'S LIFE!

FREE CHILD'S STORYBOOK !!

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

DATE _____

FREQUENT COMMENTS AND QUESTIONS FROM PARENTS:

THE CHILD PASSENGER SAFETY PROGRAM HAS SHARED WITH US YOUR COMMENTS AND QUESTIONS THEY HAVE TALKED ABOUT WITH PARENTS.

Q1: How do I know if my child's car seat is properly installed?

A: The best way to know if your child's car seat is properly installed is to have it checked by a professional. You can find a list of certified child passenger safety technicians on the Tennessee Department of Transportation website.

Q2: What if my child's car seat is damaged?

A: If your child's car seat is damaged, you should stop using it immediately. You should replace it with a new one that meets the Federal Motor Vehicle Safety Standards.

Q3: How do I know if my child's car seat is the right size for them?

A: You should make sure your child's car seat is the right size for them by checking the manufacturer's instructions. You should also make sure your child is properly buckled in.

Q4: What if my child's car seat is expired?

A: If your child's car seat is expired, you should stop using it immediately. You should replace it with a new one that meets the Federal Motor Vehicle Safety Standards.

Q5: How do I know if my child's car seat is properly used?

A: The best way to know if your child's car seat is properly used is to have it checked by a professional. You can find a list of certified child passenger safety technicians on the Tennessee Department of Transportation website.

Q6: What if my child's car seat is not working properly?

A: If your child's car seat is not working properly, you should stop using it immediately. You should replace it with a new one that meets the Federal Motor Vehicle Safety Standards.

Q7: How do I know if my child's car seat is properly installed in a vehicle?

A: The best way to know if your child's car seat is properly installed in a vehicle is to have it checked by a professional. You can find a list of certified child passenger safety technicians on the Tennessee Department of Transportation website.

Q8: What if my child's car seat is not working properly in a vehicle?

A: If your child's car seat is not working properly in a vehicle, you should stop using it immediately. You should replace it with a new one that meets the Federal Motor Vehicle Safety Standards.

Q9: How do I know if my child's car seat is properly used in a vehicle?

A: The best way to know if your child's car seat is properly used in a vehicle is to have it checked by a professional. You can find a list of certified child passenger safety technicians on the Tennessee Department of Transportation website.

Q10: What if my child's car seat is not working properly in a vehicle?

A: If your child's car seat is not working properly in a vehicle, you should stop using it immediately. You should replace it with a new one that meets the Federal Motor Vehicle Safety Standards.

TENNESSEE HIGHWAY PATROL ACTIVITIES

Chatt. News-Free Press
August 19, 1979

State Child Restraint Law Will Begin Sept. 15

NASHVILLE, Tenn. (UPI) — State troopers will issue safety seats along with citations to motorists violating the state's child restraint law beginning Sept. 15, officials said Friday.

The state Safety Department has bought 750 of the child restraint devices for \$13,500, or \$18 per seat. Highway Patrolmen from across the state were in Nashville Friday to learn how to install the seats in a car and put a child into them.

Every Highway Patrol car in the state will carry some of the seats and when a trooper writes a ticket for violation of the child restraint law, he will also place the child in a safety seat.

The law requires all children under four years of age to be strapped into a safety device while traveling in a motor vehicle or to be held by an adult passenger. If the child is not in a device, the driver can be cited.

"Tennessee was the first state to pass a child restraint law, so it is appropriate that we continue to lead the nation in developing new programs

which will save the lives of infants and children under four," said Safety Commissioner Gene Roberts.

Roberts said that if parents cited under the law appear in court and provide proof of purchase of a seat, the trooper will ask the judge to dismiss the case.

In the case of indigent families, seats will be supplied through a loan program.

The Safety Department is also soliciting from citizens child restraint devices they no longer need. If the seat is of the type approved for use as a passenger restraint device, the department will send a representative to pick it up and it will be passed on to parents needing a seat or to those cited for not having one.

Troopers will also pass out brochures on the safety devices.

According to the brochure, 84 percent of children under four in Tennessee ride in cars without protection and an average of 16 such children are killed in accidents each year.

Getlinburg Press
August 16, 1979

THP vows enforcement of child restraint laws

The local Tennessee Highway Patrol has vowed to conduct road blocks in an effort to enforce the state law which requires restraints for children under four riding in automobiles and other vehicles.

Sgt. Fred Hillis said that the THP is disturbed because a growing number of small children have been injured or killed in highway accidents the past several months.

"Because a large number of parents do not keep tiny children restrained while riding in cars we are going to get a lot tougher and the law must be enforced," said Hillis.

A state law requires that all children under four years of age be properly secured and restrained whenever riding in an automobile.

"If that makes them cry (restraining belts), I had much rather have them cry because of the restraints than because of painful injuries," remarked Hillis.

Calling many injuries and deaths to children senseless, Hillis added - "We are going to enforce the law by roadblocks or whatever it takes because we are interested in our children's good health."

Hillis also said that adults trying to hold children in accidents would offer little protection. "Its like trying to hold a 300-pound thrust when coming to a sudden stop," he said. "The child is going to lurch forward."

A number of violators have been summoned to Trial Justice Court in

recent months for failure to secure children. The penalty includes fines, although could be stricter penalties in case of injury or death.

Bristol Herald Courier
August 18, 1979

Youth Fatalities

Traffic Safety 88 Campaign Set

NASHVILLE, Tenn. (AP) — Trying to save the lives of preschool children involved in traffic accidents, state troopers will lend restraint devices to parents cited for failing to use them, Safety Commissioner Gene Roberts said Friday.

Roberts told reporters his department is also on the lookout for child safety devices which have been outgrown so they can be used by parents needing them.

In 1977, Tennessee became the first state in the nation to enact a law requiring parents to have child-restraint seats for automobile passengers under the age of 4.

Violation subjects parents to fines ranging from \$2 to \$10.

During 1978, Roberts said, 17 children under four were killed in Tennessee traffic accidents. And, he said, statistics show that nine out of 10 of those killed would have been spared if they had been seated in one

of several approved restraint devices.

Roberts said the enforcement campaign will begin Sept. 15. He said troopers are being trained at the Law Enforcement Training Academy.

A supply of restraint devices will be placed in every Tennessee Highway Patrol car, Roberts said. "When a trooper writes up a motorist for violating the passenger restraint law, he or she will also place the child in a restraint device."

At the same time, Roberts said, the trooper will provide a brochure on the use of the seats — and another featuring a story in the Knoxville News-Sentinel about the family of two girls who were killed in a traffic accident and other news stories about children whose lives police said were saved by the restraint devices.

Roberts said the effort was developed with the help of pediatricians across the state and the University of Tennessee Transportation Center in Knoxville.

He said the state purchased 750 of the devices for \$13,000 — or \$18 each — with a grant from the Governor's Highway Safety Program.

TRAFFIC ACCIDENT REPORT SUPPLEMENT FORM

CHILD RESTRAINT SURVEY

To be completed on any motor vehicle traffic accident involving child passengers UNDER the age of four (4) years.

VEHICLE #1 DRIVER _____	TENN. RESIDENT? <input type="checkbox"/> YES <input type="checkbox"/> NO	VEHICLE #2 DRIVER _____	TENN. RESIDENT? <input type="checkbox"/> YES <input type="checkbox"/> NO
VEHICLE #3 DRIVER _____	TENN. RESIDENT? <input type="checkbox"/> YES <input type="checkbox"/> NO	VEHICLE #4 DRIVER _____	TENN. RESIDENT? <input type="checkbox"/> YES <input type="checkbox"/> NO

[illegible]

EXHIBIT C-7

ACTIVITIES SPONSORED BY THE OFFICE OF CHILD DEVELOPMENT

Cookeville Chronicle
October 31, 1978

UCDD meeting to feature child safety devices

A film and demonstration of approved child re-

straint devices for automobiles will be featured at

the next meeting of the Upper Cumberland Child Development Council Monday, Nov. 6.

The council will also elect officers for 1979.

The meeting at the Cookeville Holliday Inn will start at 10 a.m. and be followed by a Dutch treat lunch, it was announced today by Linda Jackson, child development coordinator with the Upper Cumberland Development District.

Carol Cullers of the University of Tennessee Transportation Center will conduct the presentation on child passenger safety.

The Child Development Council is extending a special invitation to all car dealers in the area who may be called on to advise customers about features of the various restraint devices.

EXHIBIT C-7 (continued)

'Child Safety Week' Encourages Awareness

"Child Passenger Safety Week," currently in progress in Maury County, is an effort to increase local awareness of the legal and safety aspects of Tennessee's child restraint law.

Tennessee's law — the first such in the nation — requires that infants and children under the age of four be protected by their parents and guardians while riding in the family vehicle.

The local effort is being headed by Debbie Hillin, South Central Tennessee Development District highway safety planner, and Marsha Kirk, SCTDD child development coordinator, who have planned numerous activities at various locations this week to demonstrate provisions of the act.

The University of Tennessee uses Maury as a data collection center on child restraint compliance.

Hillin and Kirk have arranged for displays of child restraint devices and literature at many local banks, at the Maury County Human Services Department and at the Health Department.

The week began with a proclamation by County Judge Taylor Rayburn, and will end with a drawing in which child restraint devices will be given away.

The auto accident is the leading cause of death and serious injury in all children beyond one month of age. According to state figures, an average of 16 child passengers are killed yearly in Tennessee auto accidents, and hundreds

are seriously injured.

However, the state says, more than 84 percent of Tennessee children under age four ride in autos without protection — regardless of the state law or safety considerations.

Dr. Robert G. Thompson Jr., Columbia pediatrician, says he feels using properly designed child restraint systems "is one of the most important preventive health measures that parents can take for their children. I urge every parent to make use of child restraints an unbendable family rule."

While state law allows for small children to be held in an adult's arms, "this is not readily adequate protection for the child," he continued. "Anyone who has been in a car accident should realize that

even the strongest adult could not hold and protect a child during a crash."

Of some 1,000 U.S. children killed annually in auto accidents, Thompson added, it is estimated that 80 percent of those lives could be saved through use of child safety restraints. "There is nothing so tragic as a child's death which could be prevented by such a simple precaution."

Children under four are being protected more often now than since the law's inception, but a great deal of work remains to be done, officials say.

Choosing a child restraint device is a major decision with four types (infant carrier, shield, car seat harness) available, with careful consideration needed to pick the right one. Once

device is selected, it must be used correctly; improper use will make them virtually useless.

Informing the public about how to properly use the devices is one of the goals of the current SCTDD effort. Hillin, Kirk and others are not only trying to emphasize compliance with the law, but to let Maury parents know that proper child restraints can save a child's life.



BUCKLE UP! — Andy Hardin of Columbia secures Ryan Hardin, age 21 months, in his child restraint in the family car. South Central Tennessee Development District officials are emphasizing compliance with Tennessee's restraint law during "Child Passenger Safety Week," June 25-29 in Maury County. Using child restraint devices would save an estimated 80 percent of the 1,000 U.S. children killed in auto accidents. (Herald Photo)

EXHIBIT C-8

CHILD PASSENGER SAFETY WEEK

Livingston Enterprise
April 10, 1983

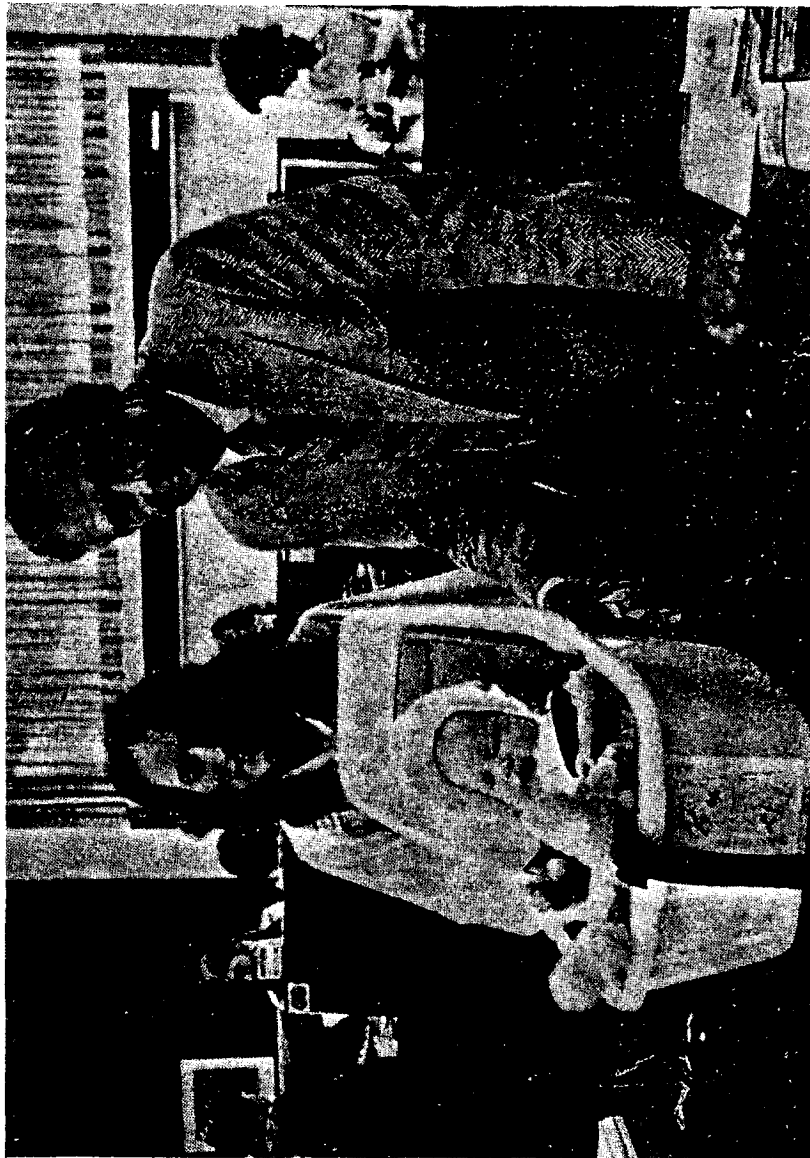
Child Safety Week Proclaimed Here

Overton County Executive Bobby Buford and Livingston Mayor Hosea Winningham have signed a proclamation stating that the week of April 16-21 be designated as "Overton County Child Passenger Safety Week".

The proclamation urges the citizens of Overton County to become acquainted with the provisions of the Child Passenger Safety Act of 1977 and parents with children under four to protect their children by using approved child restraint devices in their automobiles.

The document also states that during the International Year of the Child, it is appropriate to celebrate our children and that our children are our most precious resource. It continues that "automobile accidents are the greatest killers of children under five and we want to do everything in our power to protect our children from injury and death by using proper restraint devices in automobiles."

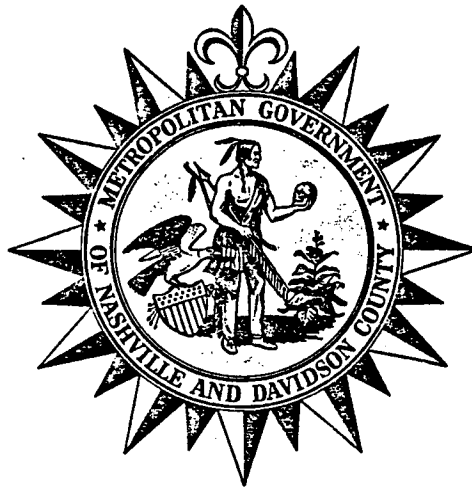
EXHIBIT C-8 (continued)



CHILD PASSENGER SAFETY—This is Child Passenger Safety Week, stressing the importance of safety restraint devices for children in automobiles. American Bank and Trust is one of the Cookeville businesses helping to call attention to the special "week." The bank will award a child safety seat as part of the week's program at 10:30

a.m. Friday. Demonstrating the safety seat are Linda Jackson, child development coordinator for the Tennessee Office of Child Development and Upper Cumberland Development District, Tommy Lynn, chairman of the Bank's board, and Linda's three-month-old daughter, Jennifer Dudley.

MAYORS' DECLARATIONS



Proclamation

WHEREAS, The automobile accident is the leading cause of death and injury for all children; even greater in number than fires, burns, cancer, heart disease, birth defects, polio, drowning and many other diseases; and

WHEREAS, Children, when unrestrained, or held by another person, often become flying missiles in an accident and are subject to serious injury or death; and

WHEREAS, Child restraint systems have proven to reduce the chances of automobile deaths by more than 90 percent and serious injuries by almost 80 percent; and

WHEREAS, The Tennessee General Assembly, in recognizing that children are our state's most precious resource, has continued its pioneer spirited tradition by being the first state to enact a Child Passenger Safety Law;

NOW THEREFORE, I Richard H. Fulton, Mayor of Nashville, do hereby proclaim the week of September 24-28, 1979,

"CHILD PASSENGER SAFETY WEEK"

in Nashville and urge all adults, especially parents and grandparents, to familiarize themselves with the law and insure their children ride safely through the proper use of a child restraint device.

IN WITNESS WHEREOF, I have hereunto set my hand on this the Twenty Fourth Day of September, 1979.

RICHARD FULTON
MAYOR

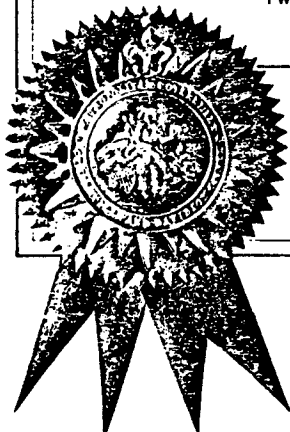


EXHIBIT C-9 (continued)

P R O C L A M A T I O N

WHEREAS, the automobile accident is the leading cause of death and injury for all children; ever greater in number than fires, burns, cancer, heart disease, birth defects, polio, drowning, rheumatic fever, pneumonia, and many other diseases; and

WHEREAS, children, when unrestrained, or held by another person, often become flying missiles in an accident and are subject to serious injury or death; and

WHEREAS, child restraint systems have proven to reduce the chances of automobile deaths by over 90 per cent and serious injuries by almost 80 per cent; and

WHEREAS, the Legislature of the State of Tennessee, in recognizing that its children are its most precious resource, has continued its pioneer spirited tradition by being the first state in the United States to enact a Child Passenger Safety Law;

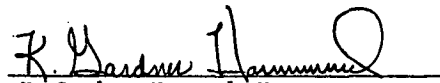
NOW, THEREFORE, I, K. Gardner Hammond, Mayor of the City of Kingsport, do join with the people of the State in recognizing the week of September 23-28, 1979, and proclaiming it as

CHILD PASSENGER SAFETY WEEK

in Kingsport, and do urge each adult, particularly parents and grandparents, to familiarize themselves with the Law, and insure that their children ride safely through the proper use of child restraint devices.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Kingsport to be affixed, this the 21st day of September, 1979.




K. Gardner Hammond, Mayor

ATTEST:

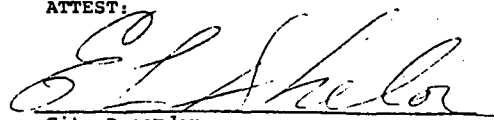

City Recorder

EXHIBIT C-9 (continued)

Official Herald Courier
September 26, 1979

Week Proclaimed To Promote Child Passenger Safety

Bristol Tennessee Vice Mayor Jim Eller has proclaimed this week "Child Passenger Safety Week" in the city.

The purpose of the special recognition in 1979, the "International Year of the Child," is to promote familiarization of Tennessee's Child Passenger Safety Law.

Recognizing that traffic accidents are the number one killer of children in the U. S., Tennessee was the first state in the country to enact a Child Passenger Safety Law.

Adults, parents and grandparents are urged to insure that their children ride safely in automobiles through the proper use of child restraint devices.

Statistics indicate that more than half of the deaths or injuries of children in car accidents could be prevented by the proper use of child restraints and seat belts.

Five rules have been suggested to parents to safeguard children in motor vehicles:

1. Children under five - years - old or weighing less than 40 pounds should use child restraints. Larger children should use safety belts.
2. Adults should not hold children on their lap. They crush them in a crash.
3. Children should ride in the back seat whenever possible.
4. Never leave the hatchback open when a child rides in the back seat.
5. Children should not ride in the luggage compartment of hatchbacks or station wagons.

EXHIBIT C-9 (continued)

P R O C L A M A T I O N

CHILD PASSENGER SAFETY WEEK

WHEREAS, the automobile accident is the leading cause of death and injury for all children; even greater in number than fires, burns, cancer, heart disease, birth defects, polio, drowning, rheumatic fever, pneumonia, and many other diseases; and

WHEREAS, children, when unrestrained, or held by another person, often become flying missiles in an accident and are subject to serious injury or death; and

WHEREAS, child restraint systems have proven to reduce the chances of automobile deaths by over 90 percent, and serious injuries by almost 80 percent; and

WHEREAS, the Legislature of the State of Tennessee, in recognizing that its children are its most precious resource, have continued its pioneer spirited tradition by being the first state in these United States to enact a Child Passenger Safety Law,

NOW, THEREFORE, I, John G. Love, Mayor of the City of Johnson City, join with the people of the State, in recognizing September 24 through September 28, 1979 as

CHILD PASSENGER SAFETY WEEK

and request that each adult, particularly parents and grandparents, familiarize themselves with the Law, and insure that their children ride safely through the proper use of a child restraint device.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the City of Johnson City to be affixed on this the 24th day of September, 1979.



Mayor

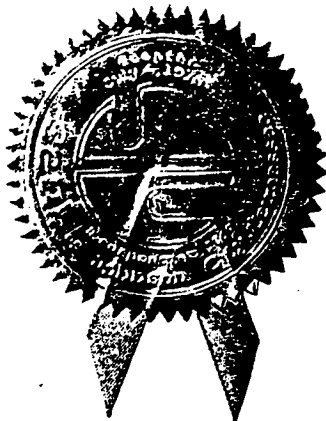


EXHIBIT C-10

JAYCETTE ACTIVITIES



Loving Restraint

Mrs. Lynne Jennings practices loving safety by placing her four-month-old daughter, Jennifer, in an automobile restraint device. Mrs. Jennings and other Lebanon Jaycettes are distributing pamphlets describing the state-mandated child safety program.

The Jaycettes hope they can cut down the 1,000 deaths annually among young

passengers by educating their parents about the various restraining devices available. The pamphlets, published as part of the child passenger safety program at the University of Tennessee, Knoxville, are available at local doctors' offices and automobile dealerships.

DEMOCRAT photo by Bill Thorup)

McMinnville Standard
October 9, 1978

'Buckle Up Babes Week' Pushes Child Auto Safety

CAR SAFETY for young children is being emphasized this week by the McMinnville Jaycettes, sponsors of "Buckle Up Babes Week."

The purpose of this program is to call community attention to the new state law on safety seats for children. The new Child Restraint Law went into effect Jan. 1.

In supporting passage of the law, its author, Dr. Robert Sanders of Murfreesboro, cited automobile accident statistics showing that traffic fatalities are the number one killer of

children under five.

ADVOCATES of the law said the number of deaths and injuries would be significantly reduced by the use of proper child restraint systems.

Such a law exists in other countries, but Tennessee was the first state in the U.S. to pass a child restraint law making it mandatory that child restraint systems be used in passenger vehicles.

In part, the law states: "Every parent or legal guardian of a child under the age of four years residing in this state shall

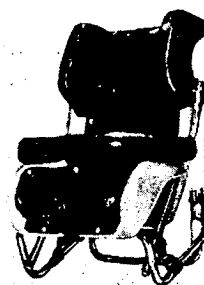
be responsible, when transporting his child in a motor vehicle owned by that parent or guardian operated on the roadways, streets, or highways of this state, for providing for the protection of his child and properly using a child restraint system meeting federal motor vehicle safety standards, or assuring that such child is held in the arms of an older person riding as a passenger in the motor vehicle."

THE LAW provides for a fine of not less than two dollars nor more than 10 dollars to be assessed for each violation.

As part of the observance of "Buckle Up Babes Week," the Jaycettes are giving the first child born this week a safety seat which has been donated by Sullivan's Department Store.

Co-chairmen for the special week are Lynn Richmond and Cindy Smartt who urge all residents to "join together to put an end to the unnecessary injuries or even death of such a precious cargo."

MRS. RICHMOND said this morning that the arrival of the first baby this week is still being awaited, adding that she expected the prize-winning child to make its appearance tonight or tomorrow.



BUCKLE UP BABES

Jaycettes Sponsor 'Rent A Seat' Program

'Belting' Babies Could Reduce Traffic Deaths

By LOUISE ATEYEH

Have you belted your kid today?

If you've belted him into a child restraint seat, you may have just saved a life. Susan Tipton knows she did.

The Blountville mother of two, who says she's always been "big on child safety seats for cars," says that a grinding, head-on collision last November turned her into a "fanatic on the subject."

"The children escaped with just bumps on their heads, they weren't even sore," she said of Meghan, now four and a half, and two and a half year old Matthew who were strapped into the protective safety seats in the back of the family station wagon.

"My husband and I both had on seat belts and the children were strapped in their safety seats," said Tipton, who teaches Lamaze courses at Bristol Memorial Hospital and says she always talks about the "importance of driving safety and child safety seats" during classes.

"Had it not been for the child restraint devices (CRD), we may have been unfortunate and become just another statistic," she pointed out.

Statistics compiled by the National Highway Traffic Safety Administration indicate that an estimated 670 children up to age five and 1,180 between the ages of 6 and 15 are killed annually in motor vehicle accidents.

For both age groups, tens of thousands of children suffer injuries, ranging from minor to permanent disablement and disfigurement as they are thrown from the vehicle seat in a sudden swerve or bashed into the harsh interior structure of a car, sometimes crushed by the weight and force of adult bodies.

"Small children who are unrestrained in a crash literally become flying missiles," explained Joan Claybrook, head of the Department of Transportation's National Highway Traffic Safety Administration. "Many parents are now aware of their vulnerability. An unrestrained child in the front seat of a car is three times as likely to be killed or seriously injured in a crash as a properly restrained child in the rear seat."

In Tennessee, it is mandatory that every

child under the age of four be confined in a CRD, but according to Claybrook, there are loopholes. "The law states that if not seated in a safety car seat, the child may be held in an adult's lap. Unfortunately, that's no substitute for a CRD."

In a crash, forces 10 to 20 times the child's weight may pull the child from the adult's arms and slam the child against the instrument panel or windshield.

If the adult is unbelted, his or her weight (also multiplied 10 to 20 times) could help crush the child. Even during a panic stop or sudden swerve, an unrestrained child could be thrown about and injured — and could cause the driver to lose control of the car.

"Every day, I see more and more people in the community strapping their children into safety seats, and it's a good feeling... but more needs to be done," explained Donna Felty, a Bristol Tennessee resident.

"Every member of the community needs to become aware of the fact that strapping kids in car seats is a law. Because of this, the Bristol Jaycettes are initiating a program that may help save lives," Felty explained.

Members of the 'Buckle Up Baby' committee have been planning a car seat rental program since September. "Right now, we are planning to keep the rental program on a small scale. To begin with, we are just planning on renting the infant carriers to parents," she added.

The infant carrier is designed for the child from birth to about 9 to 12 months of age. In this restraint system, the infant faces rearward in a semi-reclining position.

"This is the first seat that parents need for their children, and a child should be placed in one on its first trip home from the hospital. But since the child will need a larger seat within a year, many parents are hesitant to spend the money for this seat."

"We decided that if we could provide the seats to parents at a very reasonable rate, perhaps more parents would see the need for restraint systems," she added.

The committee has drafted a rental agreement which is, Felty explained, a legal and binding contract. The terms of the agreement are as follows:

The lessee will agree to lease one infant car seat for a period not exceeding nine months for a deposit of \$12. If the seat is returned

clean, on time and in good condition, \$3 of the \$12 will be refunded.

Continued on page 14E



BELT A BABY TODAY — Bristol Jaycette member Zammie Moss makes sure that her son, Austin, is properly strapped into a child restraint device. Child restraint systems have

been shown to reduce the chances of death by over 90 percent and serious injuries by almost 80 percent.

Continued from page 1E

If the seat is dirty, in poor condition, or late, additional funds will be withheld. A late charge of \$1.50 per month will be deducted from the refund for delinquent seats.

The rental agreement also contains clauses providing for the early return of the seats.

"We feel that the cost of the rental is very reasonable and that any parents who truly care about the safety and well-being of their children will find this reasonable also," she said.

Members of the committee have been busy soliciting car dealers for donations of car seats and, as of now, two dealers in the Bristol area have

made donations. "Both Wallace Oldsmobile and Goodpasture Motors have donated seats to our cause, but of course, we are hoping for more."

"We are also asking members of the community that have infant carrier seats no longer being used to donate them. The more seats we can get into circulation, the more lives we may save," the mother-to-be pointed out.

The committee has not decided as of yet just how large to let the project become. Profits that are raised from the seat rentals will be used to purchase more seats and repair those needing work. "Eventually, there may be a possibility that we would begin renting more than just in-

fant seats and would begin carrying seats for older children," she said. "But first, we have to see how well the community reacts to this project."

According to Felty, the seats should be ready for rental around the first of March, "but we'll be glad to talk to people before then and put their names on a list."

More information concerning the program may be obtained by calling Donna Felty at 878-5666 or Carolyn Tiller at 764-2027.

"We hope that members of the community will support our project. Each and every member of the Jaycettes feels the importance that car seats play in saving thousands of

lives every year, and in our own small way, we want to save even more," she commented. "After all, children are our most precious asset and it's only fair that they be given a fighting chance right from the start!"

EXHIBIT C-11

FAIR EXHIBITS

Chattanooga Times
September 26, 1978



Child restraint exhibit that can be seen at the Mid-South Fair-Youth Building.

Child Safety at Fair

Child passenger safety is the theme for the Health Department's 1978 Mid-South Fair exhibit. There will be a drawing on the last day of the Fair, Oct. 1st, at 5 p.m. The winner will receive an automobile safety seat for an infant. All Shelby County residents should come by the exhibit in the Youth building and register for the free seat.

From January 1 to June 1, in Tennessee, automobile accidents took the lives of four small children and injured 465 more. According to the American Academy of Pediatrics, 91% of these deaths and 782 of these injuries could have been avoided with the use of proper restraining devices.

Tennessee became the first state to make it law that children under four be properly restrained while riding in an automobile. (Tennessee Child Passenger Safety Law, Jan. 1, 1978). Since the first of this year the Health Department has made promotion of the law and the restraining devices a top priority.

Show your support for Tennessee's Child Passenger Safety Program and come see us at the Fair.

EXHIBIT C-12

CPSP UPDATE

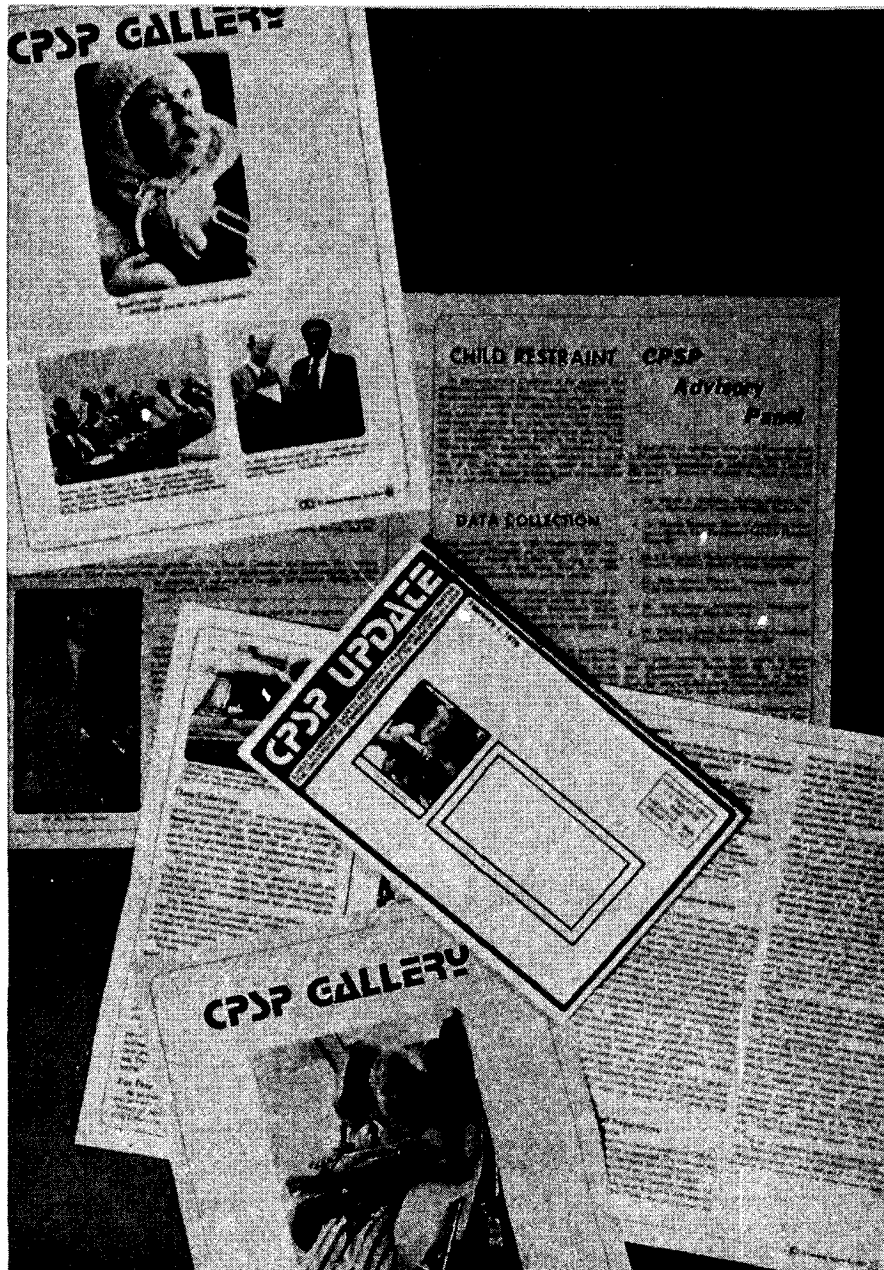


EXHIBIT C-13

CERTIFICATE OF APPRECIATION



The Child Passenger Safety Program
Presents To

This Special Certificate of Appreciation
in recognition of efforts given to reduce the number of deaths
and serious injuries suffered by children in automobile accidents
and for enthusiastic
support of the first child automotive restraint law
in the United States

Director
Transportation Center
The University of Tennessee

Date

Coordinator
Governor's Highway Safety Program
State of Tennessee